

MAR 13 '36

# ATLANTIC FISHERMAN

VOL. XVII      Registered U. S. Patent Office      NO. 2  
MARCH, 1936



Top photo:—Native Filipino cutting Abaca stalks from which manila fibre is extracted. Below: Native stripping away the pulpy matter.

*Only Controlled Quality Fiber*  
is used in making this Rope

**N**O other section of the world offers the fine manila fibers that we get from the Philippine Islands. Here in the heart of Mindanao, we have our own resident buyers. These experts know rope and they select only the proper grade of fibre for every Columbian Rope and Twine Product.

Ours is the only cordage mill that has its own buyers, warehouses and packing establishments in the far-off Philippines. We do not depend on outside sources to supply us with fibre. It stands to reason that Columbian Rope must be better.

COLUMBIAN ROPE COMPANY

362-90 Genesee Street

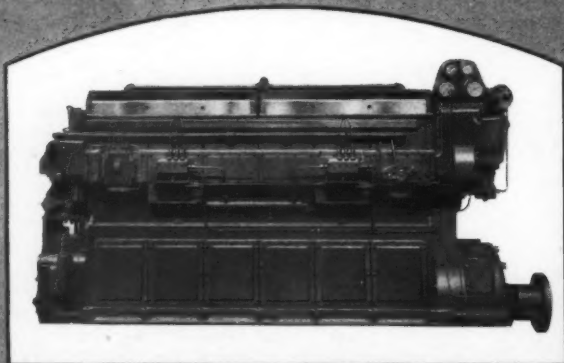
AUBURN, "The Cordage City," N. Y.

# COLUMBIAN TAPE MARKED ROPE PURE MANILA

Boston Office and Warehouse

38 Commercial Wharf

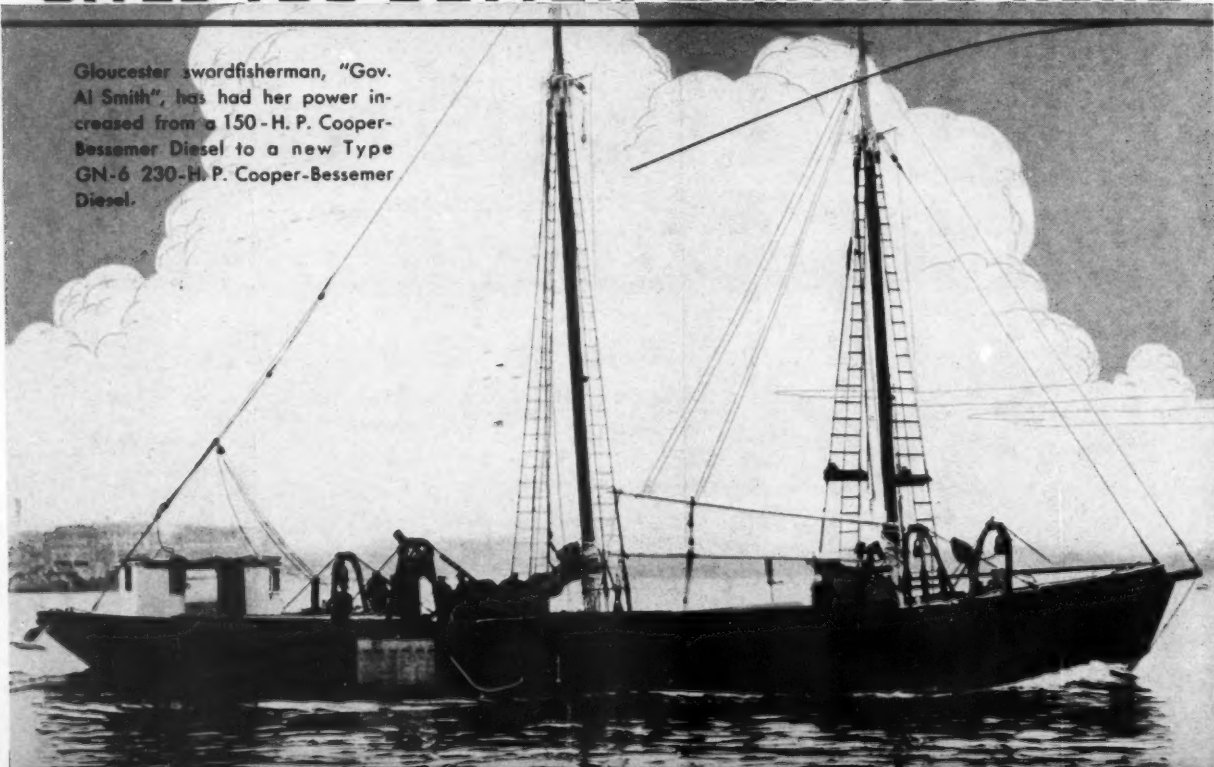
## BETTER ENGINEERING HERE



**COOPER-BESSEMER** builds greater **CONVENIENCE**, greater **RELIABILITY**, greater **ECONOMY** into Diesel engines . . . so you can make more trips, land more fish, and have better profits. That's the whole story in a few words—and the reason why so many fishing vessels are today powered with modern Cooper-Bessemer Diesels. Write for latest N-line Bulletins.

## GIVES YOU BETTER EARNINGS HERE

Gloucester swordfisherman, "Gov. Al Smith", has had her power increased from a 150-H. P. Cooper-Bessemer Diesel to a new Type GN-6 230-H. P. Cooper-Bessemer Diesel.



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The Pacific Marine Supply Co.  
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# DEEP SEA FISHERMEN

*Demand the Superiority of*

## USL MARINE BATTERIES



USL BATTERIES have been developed over a long period of time. There is nothing hurried, experimental or unproven about them.

They are conservatively rated and recommended for any service requiring a dependable, heavy duty Battery.

You cannot lose by specifying USL BATTERIES for your next installation.

*Your Inquiry Invited*

USL BATTERY CORPORATION  
Niagara Falls, N. Y.

**USL** *BUILT to LAST*  
**BATTERIES**



National Carbon Co.  
30 East 42nd Street  
New York City

Gentlemen:

I think the following story might interest you.

A few years ago, when business wasn't so hot. I decided to save money by purchasing a cheap battery that I thought would be just as good as an Eveready.

While I was coming back from a fishing trip one day, that cheap battery decided to "rest" - just as I was off Rockaway Breakwater! (Any boat-owner in Sheepshead Bay will tell you what a sweet spot that is to get stuck in — three different currents meet there!)

I happened to have an old Eveready Hot Shot on board that had given me two season's service. I hooked it up in a hurry — otherwise this letter would never have been written — and it still had enough pep to start my motor and bring me back safely to a boat club in Sheepshead Bay.

From that time, I would sooner use an anchor for a life preserver than go out with any battery but an Eveready!

Yours truly,

Mat Sulmasy



**At sea, there is no  
battery station just around the corner**



*for*  
**SAFETY AT SEA**



**PLAY SAFE WITH EXIDE MARINE-TYPE BATTERIES.** Dependability — safety — economy . . . these are of vital importance in all your equipment afloat. And in developing the new line of *marine type and quality* batteries, Exide has kept these three factors uppermost in mind.

You must have a dependable battery, because there are no service stations to take care of battery troubles afloat. You must have a rugged, sturdy, full-powered battery, because in many different ways, you depend on a battery for safety. And because fishing is a serious business where your costs can spell the difference between a profit and a loss, your battery must be economical and long-lasting.

With more than forty years' experience in building batteries used on every kind of craft, Exide has been able to build genuine marine quality into this new line of batteries. There are Exide Marine-type Batteries — 6 and 12 volt. There are both Exide (flat plate) and Exide-Ironclad Marine-type Batteries for larger craft — 32 and 115 volt, up to 150 A. H. capacity. And Exide-Ironclad Marine Batteries are available in higher capacities to meet the needs of the largest vessels. Ask your marine dealer for full details, or write to:

THE ELECTRIC STORAGE BATTERY CO., Philadelphia  
*The World's Largest Manufacturers of Storage Batteries for Every Purpose*  
Exide Batteries of Canada, Limited, Toronto



**G**REATER cruising radius to take you farther out when you can't get 'em closer in—and speed to get your catch back to the pier in time for a good market price. It takes a well-powered Diesel boat to make money out of fishing these days.

Then choose an F-M "35" if you're planning to build or to convert your old craft! There are many reasons why your craft should have a "35"—mechanical reasons like improved back-flow scavenging and simplicity of design. Economy reasons like lower fuel consumption

and a smaller engine room crew. Operating reasons like greater ease of handling at sea and quick response to the controls.

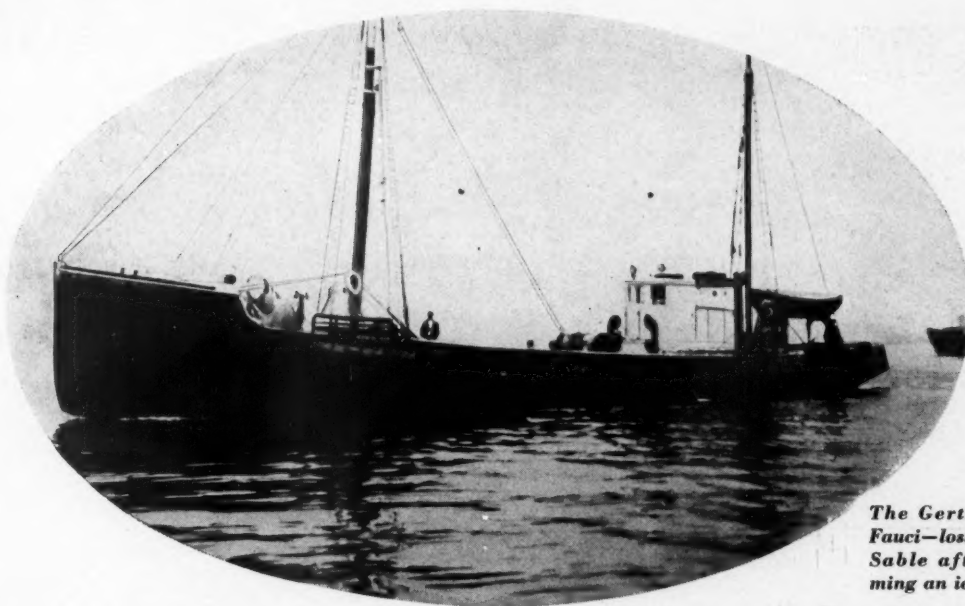
For inshore work, and for the requirements of offshore fishing, see the F-M "35." For full information which will gladly be sent upon request, address Department F241, Fairbanks, Morse & Co., General Offices: Chicago. New York — Boston — Baltimore — New Orleans — Jacksonville — Los Angeles — San Francisco — Portland, Oregon—Seattle. Branches with service stations in principal ports.

106  
YEARS OF  
PRECISION  
MANUFACTURING

**FAIRBANKS - MORSE**

*Diesel*  *Engines*

POWER, PUMPING AND WEIGHING EQUIPMENT



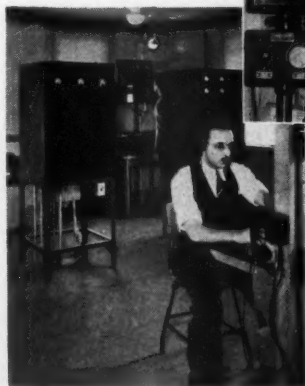
*The Gertrude M. Fauci—lost off Cape Sable after ramming an iceberg.*

# Her crew owe their lives to Radio Telephone!

**Western Electric equipment brought rescue**

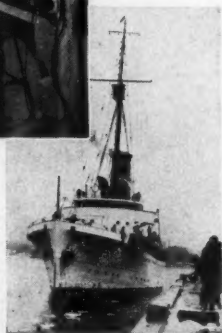
**to 11 men on sinking "Fauci"**

*Radio telephone aboard the Fauci.*



*Marine radio telephone station at Green Harbor, which links boats at sea to telephones ashore.*

*Coast Guard Cutter Cayuga lands rescued crew of the Fauci at Boston.*



The Gertrude M. Fauci was lost on February 12th. But her crew was saved—largely because her Western Electric radio telephone did not fail.

With his ship leaking badly, Captain McHugh telephoned the Green Harbor shore station—was connected with the Coast Guard at Boston. He kept in touch through the day—giving his position, accurately established by radio compass.

Though engines and genera-

tors were disabled—and Captain McHugh was standing in two feet of water as he talked—the Western Electric equipment worked till the Fauci was abandoned.

Since 1932, the Fauci's radio telephone had proved its every day value, too—keeping skipper and owner in close touch—contributing to more profitable operation. For full details, address Western Electric Co., 195 Broadway, New York.

## **Western Electric**

**MARINE RADIO TELEPHONE EQUIPMENT AND RADIO COMPASS**





***"My Atlas  
performs perfectly—  
says Capt. O. P. Montgomery"***

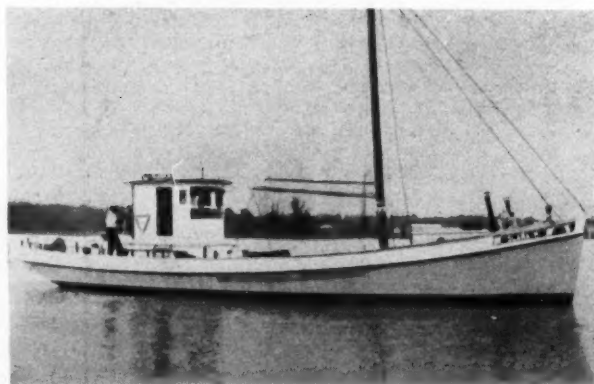


Last June, Capt. O. P. Montgomery of Seaford, Virginia, decided that the operating cost of his 50 H.P. heavy duty gasoline engine in the "CLARA M." was far too high and he wanted to take advantage of the low operating cost of the Diesel.

He looked over the field carefully and talked to many skippers about their experiences with various makes of Diesel engines. He finally selected a 4 cylinder,  $6\frac{1}{2} \times 8\frac{1}{2}$ , 60 H.P. Atlas Imperial Marine Diesel, which he purchased from the Fleck Engineering and Sales Company, the Atlas engine distributor at Baltimore, Maryland.

After several months of operation he was asked his opinion of the power conversion and he replied: "My Atlas performs perfectly. It gives me plenty of power at a very low operating cost. My Atlas drives my boat at about  $9\frac{1}{2}$  miles an hour at a cost of about 18c an hour."

Any fisherman who is burdened by the high cost of gasoline or steam power should carefully study the operating economy of the Atlas Diesel. The difference in operating cost will largely determine the profits of a boat. On the average, Atlas Diesels will furnish power at approximately  $\frac{1}{6}$  the cost of gasoline power.



Atlas Diesels are available in a complete range of sizes from 18 H.P. to 500 H.P. They are suitable for all types of fishing craft and work boats, and in addition to the satisfaction they give their owners through their greater earning power and trouble-free operation, they also impart peace of mind through the elimination of all explosion and fire hazards.

Atlas Marine Diesel Sales and Service are available at Gloucester, New York, Philadelphia, Charleston, Baltimore, Miami, Jacksonville and New Orleans. We solicit your inquiries for engines for any type of fishing or work boats.

**ATLAS IMPERIAL DIESEL ENGINE CO.**

OAKLAND, CALIFORNIA—MATTOON, ILLINOIS

115 BROAD STREET, NEW YORK

**ATLAS IMPERIAL**

# ATLANTIC FISHERMAN

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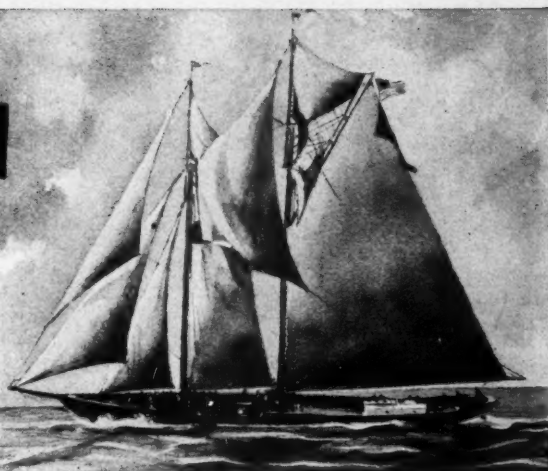
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NO. 2

## A Fisherman's Life

**D**RAMA, hardship and tragedy stalked through the fishing fleet last month. Storm after storm swept the wintry wastes off the New England coast, toying with men's lives and their bobbing, wallowing, water-swept craft. Added to the hazards of wind and freezing water were the ever-present dangers of being run down in night, fog or snowstorm by trans-Atlantic liners. No life for a weakling!

As the industry well knows, two vessels were lost; many others were in jeopardy. The *Gertrude M. Fauci*, Capt. Patrick McHugh, of Boston, went down after a thrilling rescue of every man aboard by the Canadian trawler *Lemberg*, in which the marine radiotelephone played a conspicuous, vital part.

The Gloucester schooner *Ingomar*, Captain John Atwood, racked by high seas and blinded by a thick fog, went ashore near Newburyport, Mass. Nineteen of the crew, after rowing all night in the fog, made their way to Little Boar's Head, N. H., 15 miles from where their ship went aground. The other two of the crew, pitched into the water when their dory upset and forced to clamber back aboard, were rescued from the rigging by Coast Guards.

The *Mary and Julia*, Capt. Michael Smith, of New Bedford, disabled and at the mercy of the sea for 24 hours, twice broke her towing line when rescued by the Coast Guard *Algonquin* and made her home port with difficulty.

The *Natalie Hammond*, Capt. Frank Rose, of Gloucester, had a close call when struck by the 2900-ton freighter *Malton* when 40 miles from Boston lightship. She was taken in tow by the *Malton* until picked up by the Coast Guard patrol boat *Thetis*.

The *Gertrude L. Thebaud*, Captain Archie MacLeod, of Gloucester, made Halifax with difficulty when ice floes damaged her propeller, shaft and stern bearing. Capt. MacLeod, with true fisherman resourcefulness, broke out her old sails when assistance seemed improbable, and sailed her to port.

A few of the disasters, and near-disasters, were given front-page publicity by the daily newspapers, but there were scores of others that were not. Lieut. Walter C. Capron, of the Boston Division of the U. S. Coast Guard, has furnished us, at our request, with a list of fishing craft aided by his Division between December 1 and February 29. The report covers 85 instances of aid!

Among the fishing boats assisted during the three months were the *Sagittarius*, *Trident*, *Mao IV*, *Charles S. Ashley*, *Peggy-Ann*, *Pearl*, *Restless*, *Cambridge*, *Patrick J. O'Hara*, *Ariadne*, *Andover*, *Serafina*, *Penguin*, *Ripple*, *B. T. Hillman*, *Charlotte*, *Hekla*, *Atlanta*, *Rhoda E. Crane*, *St. Theresa*, *Natalie Hammond*, *Gertrude M. Fauci*, *Winthrop*, *Mary and Julia*, *Ingomar*, *Cormorant* and *Leonard A*.

Fishermen will be quick to agree that the Coast Guard deserves the highest possible tribute from our industry. Whether the call involves a sinking ship, a tow, yanking a boat from the mud or rocks, taking off injured seamen for hospital treatment, or thawing out a frozen motor, the Coast Guard is right on the job. It asks for no praise; its errands of mercy are carried out quickly and decisively, wasting no time and sparing neither its vessels nor personnel.

To the captains, engineers and members of the crews of fishing vessels, we also pay tribute. Only those with an ingrained love of the sea, only those able to face death with unconcern, can carry on their daily tasks aboard fishing craft when Nature is aroused.

A tough life. Yes, but those who follow it, those to whom the call of the sea is so powerful that they are willing to risk their lives, see in this life more than the hardships. The sea is in their blood, a blend of all its perils, hazards, beauty and romance, yielding a grim sort of pleasure when the fight with a Nature that can be terrifying and relentless, is a winning one.



The "*Ingomar*", owned by Gorton-Pew Fisheries Co., Gloucester, aground on Plum Island. The "*Ingomar*" was equipped with two 60 hp Fairbanks-Morse engines and Exide batteries.

# One Way to Improve the Fish Business

## Cooperative Marketing, Controlling Chain Stores, Making Use of Gluts, and Other Ideas Advanced by Readers

**W**E'RE off! Before our most distant subscribers had received their copies of the February issue, we began to hear from those closer home who wanted to enter our contest of ideas on "One Way to Improve the Fish Business."

We wish we had enough space to publish every letter received. Every one was interesting, and most of the ideas submitted were constructive. Fishermen, producing companies, distributors, and marine supply houses were heard from, and the variety of ideas was quite striking.

As announced, every letter published wins a prize. If the letter you sent does not appear in this issue, it may be carried in a future issue. We'll publish letters indefinitely.

If you didn't send in your ideas on "One Way to Improve the Fish Business," why not do it now? Read the letters on this page; if you agree with the ideas, write us and say so. Your comments on ideas already published may also win an award.

Perhaps you don't agree with these gentlemen. Well, why not? What's wrong with their viewpoints?

Or maybe you have still other, and better ideas. Send them in! Nothing is barred so long as it is printable.

Your letter can deal with local or national conditions, just as you wish; with production, processing, distribution, or any other department of the business.

Now for the letters that win awards of a two year subscription to the ATLANTIC FISHERMAN, or listings in our "Where-to-Buy" or "Where-to-Ship" Directories:

### Oyster Distributor Asks for Cooperation from Producers and Suggests New Association

To begin with, I don't know much about the oyster business as I am a mere infant, just completing my twelfth season of distributing oysters.

The producer of oysters needs the distributor more than the distributor needs the producer, as a good distributor can distribute something else. Let's look at it from the actual experience of a distributor.

This distributor starts out to sell oysters direct to the stores, selling them one, two or three gallons as their needs may be, calling on said stores two or three times a week. Thus the stores receive fresh stock, have a quick turnover, the distributor makes money and so does the fair-playing producer.

However, some producers want to sell the distributor 500 gallons a week and then turn around and flood the distributor's customers with price lists, selling and shipping them three gallons at the same price they sell the distributor.

In fact a salesman for a Baltimore oyster packing firm called on several of the stores in my city, trying to sell them the usual three-gallon order. When they told him they preferred to buy from the distributor who could give them service he called on me—but only after he had tried to sell the stores.

Of course the producer says, "I would rather sell the chains with their bigger orders and faster pay." That's all right, but what is Mr. Producer to do when the chains start to produce their own oysters? Anyone who doesn't believe the chains would go into the production end should look at the bakeries which the chains operate.

I wonder what some producers would think if a group of distributors formed an association and controlled the market for distribution in several of the big cities. They could also go into the producing end of the business. I believe a group of distributors could buy out a good producer to better advantage

than a group of producers could start into the distributing business.

So think it over, Mr. Producer. There is a place for both. And don't go nuts over volume—after all, it's not how many gallons of oysters you sell but how much you make per gallon that really counts.

"MID-WEST"

### Separate Fish from Other Departments in Chain Stores; Stop Winter Trawling off Virginia

Here are my ideas on how to get better prices for our fish and give the consumer better quality.

First, the chain stores should be stopped from selling fish where they sell groceries and meats together. They should have separate stores, separate equipment, and skilled operators who know how to handle fish. I think when that is done the fish business will be very much improved.

Second, as to the winter trawl fishery off Virginia. Any fisherman with good common sense knows well enough that to catch fish that are hibernating in Winter is absolutely against nature. If this is eliminated the fishing industry will be much better off.

In conclusion I will state that careful study of this question is needed. I would advise that a commission be appointed by the U. S. Bureau of Fisheries to go into this matter thoroughly. There is ample room for improving the fishing industry, and it can be done if we go at it right.

SAM SICILIANO

Coast Fishery,  
Monmouth Beach, N. J.

### Enlist Cooperation of Retailers and Use Gluts to Create a Demand for Fish

For many years I have thought that the most logical way to create a demand for more fish, is for all retail dealers, at times when there is an oversupply of any kind of fish, and prices so low it does not pay to catch them, to feature a special sale and put out these fish at a small profit.

This would allow many poor people to enjoy a good meal of fish who cannot do so at most of the retail markets. I myself am only a small producer but have done some retailing and find this works out very well to draw trade, and it would make a market for large quantities of whatever fish was glutting the market at that time.

CAPT. GEORGE-O. BECKWITH  
Montauk, N. Y.

### A Cooperative Marketing Organization Especially Designed for Small Producers and Shippers

In our locality, which is fairly typical of the industry generally, it is the small shippers with limited financial resources who upset the market. Apparently the need, or maybe just the desire for a quick sale prevents them from using good business sense; I have seen them voluntarily sell their products for less than cost instead of making a nice profit on their transactions.

Under these conditions I believe the only solution is a cooperative marketing organization that will take care of individuals and companies of this type. If this is not done, then some large concern with plenty of capital will have to step in and establish purchasing points at strategic places along the coast.

The cooperative marketing plan is best, and would, I am convinced, result in a profit for all of us.

"PRODUCER"



## Maine

### Packer Opposes Reduction of Duty on Boneless Herring

By Alfred Elden

**W.** B. Mowry, one of the leading packers of smoked fish products at Lubec, denounces that part of the trade treaty which allows Canadian prepared boneless herring to enter the U. S. markets at a greatly reduced duty charge. His comparative statement has excited much interest. His production table for the American pack follows:

Cost of one hogshead of herring, average price .....	\$5.00
Cost of boating .....	2.00
1½ sacks of salt at 80c per sack .....	1.20
25 boxes for boned herring at 6½ cents .....	1.62
Boning 25 boxes at 25 cents per box .....	6.25
Stringing 300 sticks average amount per hogshead, at 40c .....	1.20
Workmen's compensation \$2.40 per hundred payroll, employment tax per hundred pay roll .....	.32
Labor, 30c per hour .....	1.50
Cartage on 25 boxes .....	.09
	<hr/>
	\$19.18

#### Mowry estimate of Canadian pack:

One hogshead caught and smoked by weirmen .....	\$5.00
Boating 25 boxes at 2c per box, (after smoking) .....	.50
1½ sacks salt at 67c per sack .....	1.00
Boning 25 boxes at 10c per box .....	2.50
Stringing 300 sticks average amount at 30 cents .....	.90
Labor, 20c per hour .....	1.00
Duty at 11½ cents per pound .....	3.75
25 boxes for boned herring at 4½ cents per box .....	1.12

Total ..... \$15.77

One important factor in this production is the wood used for smoking purposes. It is declared that the Canadian producer and packer produces the wood himself. On the contrary the Lubec packers pay from \$5 to \$7 a cord using from 10 to 60 cords a year.

#### Capt. Dexter High Liner

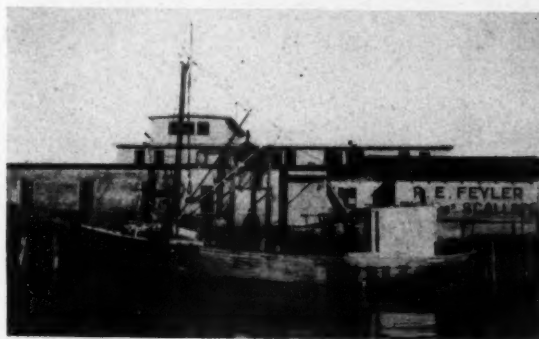
February 25 was a good fish day at Portland. The *Benjamin Thompson*, Capt. Everett Dexter, brought in 12,000 pounds netting the crew \$20 each. Other vessels and their fares were *Dirigo I*, 11,000 pounds; *Mary De Costa*, of Boston, 10,000; *Alice M. Doughty* and *Alice M. Doughty II*, 8,000 each; *Sunapee*, 7,000; *Eleanor*, 4,000; *Fannie Belle*, 3,500 and *Bernie and Bessie*, 3,000.

The high line honors for the Winter go to Captain Dexter in the *Thompson*. Since last October he has amassed about \$12,000 and given the members of his crew \$350 each. Although the local fleet has not suffered as many losses to gear as it did last Winter the continued cold and high winds have cut down the number of trips made to the banks and fishing has been a real hardship. Several of the vessels have made practically nothing, their crews averaging no more than \$5 to \$10 a week.

The *Benjamin Thompson* has made every trip possible, fishing well to the Eastward early in the Winter and returning to fish about 30 miles off the Cape Elizabeth Lightship as Captain Dexter found the fish there in good numbers during February. One week in mid-February the crew shared \$65 each for one trip.

#### Selling Scallop Rims for Fish Food

Capt. Harold J. Anderson, of Camden, Me., who operates his scallop dragger *Alice May* out of Rockland, is selling his scallop rims to the State fish hatcheries for use as fish food. The *Alice May* is 58 ft. long, has a 15 ft. beam, and is powered with a 60 hp Fairbanks-Morse Diesel installed last November. Other equipment includes a Hyde propeller, Shipmate range, Hathaway double drum hoist, Hathaway



The "Alice May", Capt. Harold J. Anderson, at "Rod" Feyler's wharf, Rockland. See last item, first column.

stern bearing, Durable Wire warps, and Anderson scallop drags. She is painted with Pettit paint. She carries a crew of 4 in Winter, and 7 in Summer when fishing on Georges. Rod Feyler, the Scallop King, handles the catch.

#### Building 90 Ft. Fisherman

The Morse Boatbuilding Corp., Thomaston, Me., report that the vessel they are building for Capt. Tom Keeping and Capt. Bill Hayes of New Bedford will be 90 ft. long, 20 ft. beam, and have a draft of 8½ ft. The vessel will be equipped with a Cooper-Bessemer engine and a Shipmate stove, among other items.

#### Lyon's Plant Ends Successful Season

One of Eastport's most dependable fish industries, the smoked herring plant of George Lyon & Sons, under the management of Alfred Lyons, closed its season in early February with a dinner for the employees. The personnel consists of 18 women and five men, many of whom have worked for the concern many years. The plant closed after a good season's work and will open again in the early Summer as soon as herring again make their appearance around Quoddy.

#### Sea Bass Returning

Fishermen brought in to the M. J. Flaherty Fish Co. in mid-February several small sea bass about the size of a smelt taken with other fishes by the draggers. This is getting to be quite a common occurrence and the fishermen feel certain that the once plentiful sea bass are returning to Maine waters.

#### More Tuna Boats to be Rigged

Commissioner of Fisheries Rodney E. Feyler says more boats will be rigged up for giant tuna fishing in Maine waters next Summer than ever before. He has his organization running smoothly and is proud of his 27 wardens. Maine has about 5000 lobster fishermen whose average catch annually is valued at \$5,000,000. The general fish business including scallops and fish occupies about 10,000 fishermen representing a catch annually valued at \$10,000,000. The sardine and clam factories employ additional thousands.

#### Canning Fish Food

The F. H. Snow Canning Co., of Pine Point, is putting up a lot of fish food for a Boston concern that supplies hatcheries. A good many clam cakes have also been packed this Winter. Clams have been scarce and prices up due to so many flats being covered by ice which has prevented working them.

#### Have Display at North Station

Burnham & Morrill Co. of Portland, Maine, have a very attractive display of their products at the North Station. In addition to other lines, a varied assortment of canned seafood is shown, including codfish cakes, clams, clam chowder, lobster, clam bouillon and fish flakes.

#### David Blanchard

David Blanchard, 47, prominent sardine packer of Eastport died following a brief illness. He has been engaged in the sardine canning business for many years and was owner and president of the Blanchard Mfg. & Canning Co.

# The Fishing Boat of To-Morrow—To-Day

## A Discussion of the Welded Steel Boat of Medium Size—Part II

By Capt. E. B. Thomas

**R**EADERS probably realize that steel construction would mean the end of the fire hazard if the vessel were properly built with steel decks, bulkheads, etc. Also the ever present danger of collision with another vessel would not be as fatal for the welded steel vessel with her really watertight bulkheads (few wooden ones ever are) nor would repairs be so expensive due to the fact that the vessel would not be strained for so great a portion of her length, the damaged portion could be removed with less expense, and the new material could be installed more easily.

There is not the danger of weakened sides due to pounding alongside docks, etc., in welded steel that there is in wood construction. The steel boat may bend and dent a bit under hard pounding but its frames will not crack and break as will those made of wood.

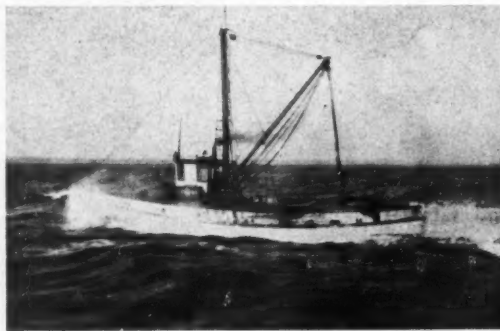
Apparently there is no danger of hands freezing to the metal of a steel vessel in cold Winter weather. Steel trawlers, merchant ships, submarines, etc., have proven that.

As a welded steel fishing boat would resist pounding against docks, etc., to a greater extent than a wooden one, so will it resist the pounding of accidental groundings. Steel ships (and even the old iron ones), have always proven their greater durability on a lee shore.

It is so easy to construct watertight compartments in a steel boat that it would be possible to effect a great saving of room, improve seaworthiness due to scientific calculation and application of weights, increase power-speed efficiency through changes to bottom design due to the designer being able to place tanks and ice boxes just where they should be instead of wherever they fit in best, and to enable the owner to enlarge tankage or diminish same without a great deal of expense.

Another advantage of the welded steel fishing boat which would be overlooked by many people is the great saving of ice expense due to steel ice boxes scientifically insulated. In my own cruising yacht *Reveille*, which I use as a party boat, I have a built in steel ice box, that is, although *Reveille* is built of wood, she has a regular house type steel ice box built into the wooden joinerwork of her galley. This ice box has proven to be remarkably economical. During the middle of the Summer I took a fishing party out on a Sunday and filled the ice box at that time. Business was bad that week and I had no occasion to open the ice box until the following Wednesday. The weather on Monday and Tuesday had been exceptionally hot with the thermometer around 95 deg. but on Wednesday afternoon there was still about five pounds of the original 75 left in the ice box. Imagine how long this ice would have lasted stowed in the way that is customary in a wooden fishing boat. It would probably have been gone by early Monday morning.

The scientifically designed and constructed insulated steel ice hold in conjunction with a scientifically designed and constructed steel fish box in place of the crude and primitive barrel would do a great deal to improve the quality of our fish, speed up handling, and lower cost of handling after the boxes were once paid for.



Fishing boats such as the "Intrepid" (above) may some day be built of welded steel. The "Intrepid", of New London, Ct., is 42', powered with a 50-60 hp. Wolverine.

Due to the greater strength of steel structural members over wood, use of double bottoms as fuel and water tanks, etc., it will be possible to gain 15-20% more useful room in a welded steel fisherman over a wooden fisherman of the same size and shape.

Mr. Wheeler says that the welded steel fishing boat need not be painted oftener than a wooden fishing boat, twice a year being sufficient. He has investigated building conditions and prices and says that while prices on welded steel construction are higher than Maine and Nova Scotia wooden construction, yet they compare favorably with

prices of wooden construction in this locality, (Conn.) Mr. Wheeler states that there are several firms along the coast that not only can but have built welded steel boats of less than thirty feet in length and that the boats are performing just as satisfactorily as is *Weldera*.

He would be glad to answer questions and would welcome letters from interested readers. Persons wishing to write to him should address him as follows: Edwin B. Wheeler, 779 Ocean Ave., New London, Conn. Mr. Wheeler has had considerable experience in designing successful welded steel boats of various sizes and is in position to recommend the firms engaged in this type of construction. In regard to paint he says that at the Electric Boat Co. they have had very good results with Red Hand compositions.

On closing I should like to remind the reader that should he build a welded steel fishing boat, party boat, yacht, etc., he can assure himself of being able to secure a high class of steel whereas in wooden construction it is very difficult in these days to secure materials of good quality, and not only that but as long as our iron mines exist you can depend on good material being incorporated in the vessels you build. Also due to the smoother bottom of the steel vessel there is considerable economy in fuel consumption and increase in speed with a like power.

As fishermen early in the game recognized the advantage of gasoline over sail, dragging over handlining, and crude oil over gasoline and profited tremendously by their early action, so will those fishermen who are awake to the advantages of welded steel construction over wooden construction profit thereby. In fishing boats we are still in the horseless carriage stage and are continually having to "get out and get under" to make expensive repairs just as did the drivers of horseless carriages. True, we do not have to stop every hour or so and haul out, but we do have to repair as often in comparison to what we would have to repair with welded steel, as the driver of the horseless carriage had to repair in comparison to automobile drivers of today.

In all walks of life steel has superseded wood except in small vessels of our fishing fleets. Why shouldn't we modernize? All along our coast we are building splendid modern efficient associations and we should build our fleets up to modern standards. It will be but a very short time when practically all of our local boats will have to be replaced with new boats and I imagine that such is the case all along shore. When that time comes I feel that welded steel is the answer.

## Boston

### Fishing Vessels Have Narrow Escapes

By Gardner Lamson

THE 24,289-ton trans-Atlantic steamer *Manhattan* came within an ace of squashing the 377-ton Boston beam trawler *Penguin* and sending the craft and her crew of 18 men to Davy Jones' locker, during a thick fog on February 18 while the trawler was towing her trawl on the Southeast part of Georges. Both craft swung hard off, and passed each other within 15 yards, as the crew of the smaller craft breathed a prayer of thankfulness. The *Penguin*, whose skipper is Capt. Johnny Collins, is one of the larger trawlers out of Boston, owned by the Portland Trawling Company.

#### "Illinois" Nearly Run Down

The United Fruit Company steamship *Darian* came within an "inch" of running down amidships the Boston trawler *Illinois*, Capt. Morton Selig, while the *Illinois* was towing her drag, fishing on Georges bank. The crew of the trawler reported that they heard no warning of the *Darian's* approach out of the snowstorm.

#### Trawler "Winthrop" Sends Out SOS

The Boston trawler *Winthrop*, caught in the blizzard on her way into Boston fish pier from Western bank, dispatched an "SOS" call over her own radio from her position near the fishing banks, stating that she was in danger of foundering. The Coast Guard cutter *Cayuga* went to her aid.

#### "Yankee" Goes Ashore

The schooner *Yankee*, Capt. Peter Hansen, went ashore on the East Boston flats on February 18 on her way into Boston Fish Pier with a trip of fish, but came off with the tide.

#### Vessel Landings for 1935

According to the records of the Boston Fish Exchange, total landings by vessels in 1935 amounted to 284,000,000 pounds, compared with the 1934 total of 221,000,000 pounds, an increase of 63,000,000 pounds.

It is interesting to note that in 1913, when the industry was concentrated on T Wharf, landings totalled only 92,000,000 pounds.

#### "Dartmouth" High Liner So Far

It has been reported that the men on the Boston trawler *Dartmouth* in which Capt. Iver Carlson of Gloucester is skipper, have received \$800 since the first of the year. That makes them "tops" in any kind of fishing.

#### Exide Battery Installations

During her recent reconditioning at the Casey Boat Building Co., Fairhaven, Mass., the *Rita B.* was equipped with a 16-cell, MBM Exide Ironclad battery.

#### Towing Trawl Nets from Stern

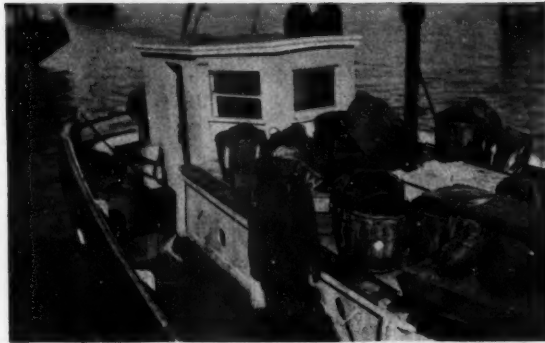
Towing an otter trawl from the stern instead of the side of a vessel is being tried experimentally in England, using a 58-ft. vessel. The ordinary otter boards are eliminated, the spread of the mouth of the net being obtained by means of a couple of derricks slung from the after-mast. The wire warps pass over sheaves at the ends of the derricks and thence to small boards attached to the wing ends of the net. The center of the head line is raised by means of a third rope from the deck.

It is claimed that this gear will be much easier to tow, will save an appreciable amount of fuel, permit the use of small vessels and increase the catch.

The ATLANTIC FISHERMAN is indebted to W. E. Wilson, of the Great Grimsby Coal, Salt & Tanning Co., Ltd., for the information.

#### WPA Fish Canning Begins

The fears of New England fish chowder makers have been allayed and the making of WPA fish chowder at the fish pier has begun. The making and canning of the product will employ 45 women.



Capt. Bill Landry, port captain of A. L. Parker's fleet, on the "Isabelle Parker." This schooner was recently equipped by the Wharf Machine & Electric Co., Inc., with a 7 hp Lister Diesel for auxiliary use. The main engine is a Cooper-Bessemer.

#### Fish Cooking School

A fish cooking school was held on February 28 at the auditorium of the Edison Electric Illuminating Co., 39 Boylston St. The school was sponsored by the Mass. Department of Agriculture. About 500 housewives attended.

#### Boston Fish Pier Landings for February

(Hailing Fares)

(Figure after name indicates number of trips)

<i>Adventure</i> (3)	206,000	<i>Maine</i> (3)	412,000
<i>American</i> (2)	106,000	<i>Maris Stella</i> (3)	301,000
<i>Amherst</i> (4)	414,000	<i>Marjorie Parker</i> (2)	56,800
<i>Andover</i> (4)	240,500	<i>Mary &amp; Julia</i> (1)	38,500
<i>Atlantic</i> (3)	307,000	<i>Mary E. O'Hara</i> (2)	92,000
<i>Billow</i> (3)	201,000	<i>Mary P. Goulart</i> (1)	40,000
<i>Boston</i> (2)	172,000	<i>Newton</i> (2)	319,000
<i>Brant</i> (2)	196,000	<i>Notre Dame</i> (2)	341,000
<i>Breeze</i> (2)	272,000	<i>Ocean</i> (1)	87,000
<i>Brookline</i> (3)	279,000	<i>Olympia</i> (3)	93,900
<i>Cambridge</i> (2)	177,000	<i>Penguin</i> (2)	214,000
<i>Cape Ann</i> (3)	63,300	<i>Plover</i> (2)	221,000
<i>Comber</i> (2)	242,000	<i>Plymouth</i> (2)	232,000
<i>Coot</i> (3)	236,000	<i>Pollyanna</i> (1)	55,000
<i>Corinthian</i> (2)	83,000	<i>Princeton</i> (2)	191,500
<i>Cormorant</i> (2)	185,000	<i>Quincy</i> (3)	324,000
<i>Cornell</i> (2)	181,000	<i>Rainbow</i> (1)	30,000
<i>Curlew</i> (2)	214,000	<i>Raymonde</i> (1)	35,000
<i>Dartmouth</i> (3)	364,000	<i>Rhodora</i> (1)	41,000
<i>Donald</i> (2)	148,000	<i>Ripple</i> (2)	230,000
<i>Dorchester</i> (2)	157,000	<i>Ruth Lucille</i> (2)	83,000
<i>Ebb</i> (3)	294,500	<i>Saturn</i> (2)	203,000
<i>Edith C. Rose</i> (2)	110,000	<i>Sea</i> (2)	247,000
<i>Edith L. Boudreau</i> (2)	87,500	<i>Shamrock</i> (2)	121,000
<i>Elk</i> (3)	84,500	<i>Shawmut</i> (2)	213,000
<i>Exeter</i> (3)	282,500	<i>Spray</i> (2)	136,000
<i>Fabia</i> (3)	326,500	<i>Superior</i> (2)	74,800
<i>Flow</i> (1)	133,000	<i>Teal</i> (2)	194,500
<i>Foam</i> (2)	237,000	<i>Tern</i> (2)	193,000
<i>Fordham</i> (2)	250,000	<i>Thomas Whalen</i> (2)	250,000
<i>Gale</i> (1)	94,000	<i>Tide</i> (2)	316,000
<i>Gemma</i> (3)	329,000	<i>Trimount</i> (3)	316,000
<i>Georgetown</i> (2)	188,000	<i>Vagabond</i> (1)	42,000
<i>Gertrude Parker</i> (1)	93,000	<i>Vandal</i> (2)	70,500
<i>Gossoon</i> (3)	193,700	<i>Venture II</i> (3)	171,600
<i>Harvard</i> (2)	264,000	<i>Wave</i> (1)	75,000
<i>Hekla</i> (2)	270,000	<i>Whitecap</i> (2)	268,000
<i>Heron</i> (2)	217,000	<i>Widgeon</i> (2)	207,500
<i>Holy Cross</i> (3)	469,000	<i>Wild Goose</i> (2)	174,000
<i>Illinois</i> (3)	362,000	<i>William J. O'Brien</i> (2)	100,000
<i>Isabelle Parker</i> (1)	38,000	<i>William L. Putnam</i> (3)	
<i>Kingfisher</i> (2)	224,000		180,000
<i>Lark</i> (4)	230,500	<i>Winthrop</i> (2)	145,000
<i>Laura Goulart</i> (2)	84,000	<i>Yankee</i> (2)	83,000
<i>Loon</i> (2)	272,000		





L. to R.: Capt. Patrick McHugh, Commander Floyd Sexton of the C. G. Cutter "Cayuga", and Charles M. Fauci.



The ill-fated "Gertrude M. Fauci", whose equipment included a Cooper-Bessemer Diesel and Exide batteries.

## Marine Radiotelephone Saves Captain and Crew of "Gertrude M. Fauci" as Vessel Sinks

VIRTUALLY every form of electrical communication was brought into play when captain and crew were rescued from the sinking trawler *Gertrude M. Fauci* recently. Centering around the marine radiotelephone, which linked the ship to shore, the drama as told in the following account involved the telephone, telegraph and teletype, marine radiotelephone and telegraph stations on shore, and even a radio receiving set in an automobile:

"WIEP calling WOU..... We have sprung a bad leak..... we need assistance immediately....."

Captain Patrick McHugh was talking by marine radiotelephone through a bitter wintry gale across some 400 miles of storm-lashed North Atlantic, from his cabin aboard the trawler *Gertrude M. Fauci*, to Albert F. Coleman, the marine Technical Operator of the New England Telephone and Telegraph Company, on duty at Green Harbor near Boston. Not the dots and dashes of the traditional S. O. S. in telegraph code, but Captain McHugh's own voice was bringing this cryptic message ashore by means of the Western Electric radio-phone equipment on his vessel. Coleman, acknowledging the call, immediately inquired, "What is your location, Capt. McHugh?"

"Our present location is longitude West 62-15, latitude North 43-40 and we're drifting Southeast at about 2 miles per hour", replied Capt. McHugh, and save for the tenseness of their voices, these two spoke with each other as though they were holding a business conversation over a land telephone line, instead of discussing a matter of life and death across the open waters of the Atlantic.

Glancing at his chart, Coleman determined that there were no other vessels in the immediate vicinity of the *Fauci* equipped with radio-telephone, and he transferred the call through the marine operator in Boston to the Coast Guard.

The Coast Guard Headquarters sent the S. O. S. distress

message out over the troubled Atlantic by radio-telegraph in the hope that some vessel near the stricken *Fauci* might hear and go to her assistance. The cutter *Cayuga*, engaged in ice-breaking off Cape Cod, heard and could probably reach the *Fauci* in 24 hours. This reassurance was radio-telephoned to Capt. McHugh. "Doubt if we can last that long," he replied and asked to have the radio beacons operated at Sable Island and on Sambro Lightship. Using his radio compass, he was then able to give more accurate information concerning his bearings.

As the afternoon wore on, the news spread by telegraph and teletype, newspaper headlines screamed the plight of the *Fauci*, broadcast stations interrupted their programs to flash the word across the country, and Charles M. Fauci, owner of the vessel on his way to New York, picked up the startling announcement with his automobile radio set as he was passing through Springfield, Mass. He immediately attempted to

charter a seaplane to go to the aid of the trawler, but shortly came the encouraging news from the Navy Yard radio station at Boston that an unidentified boat had reported reaching the *Fauci* and was standing by.

Captain McHugh's voice again spanned the open sea to announce, "The trawler *Lemberg* of Halifax is standing by 300 yards from us..... we'll have to leave soon if we don't want to go down with the *Fauci*.... Thanks for your help." He was standing in two feet of salt water as he spoke, the engines and generators disabled, but the telephone batteries still operative.

That night the *Fauci* sank. But Captain McHugh and all his men were safe aboard the *Lemberg* to be subsequently brought ashore by the Coast Guard cutter *Cayuga*—thanks largely to the new telephone that goes down to the sea in ships with these stout-hearted New England fishermen.



Interior of the transmitting and receiving station at Green Harbor, Mass., where marine radio telephone calls pass to and from vessels.

## Gloucester

### Fisheries Featured in "March of Time" News Reel

THE "March of Time" movie outfit which took pictures in the Gloucester Master Mariners' Assoc. rooms on February 25 while the fishing captains went about their evening pastime of playing auction bridge, returned on the 28th to make more films of the fisheries in Gloucester.

The "March of Time" for this month is a movie on the fishing industry and its relation to national and international affairs with especial emphasis on the importance of tariff agreements upon the welfare of the North Atlantic American fishermen, hinting it is claimed, at the injustice that can be wrought by failure to maintain a high protective tariff. As publicity for the fisheries, this movie which Time maintains will be seen by 50 millions of movie fans throughout the world, is admitted by leaders in the industry to be invaluable, and the greatest unsolicited advertising yet given the industry.

#### Gill Net Season Starts

The gill net season has started again after a couple months' vacation due to the lack of fish, and the abundance of bad weather. The *Nashawena* and the *Liboria C.*, both belonging to the Capt. John Chianciola fleet, were the first to land trips.

More of the gill netters were freed from the ice in the inner harbor and made their first set. They are the *Jackie B.*, Capt. Jack Barrett; the *Agnes and Myrnie*, Capt. Val Davis; and the *Edna Fae*, Capt. Leslie Dorrance.

#### New Seine Boats Built

Four new seine boats, 42-footers, have been built at the old Cunningham & Thompson Wharf, at the Fort, during the past Winter by a crew under the supervision of Salvatore Brancalone of Commercial street.

Three of the boats are already sold, according to report, being taken by the boats, Capt. Drum, Capt. Jack Agruso, skipper; *Serafina N.*, Capt. Sam Nicastro; and the *St. Teresa*, Capt. Philip Fileto.

#### First Halibut Trip

Capt. Carl C. Olson and his men in the schooner *Raymonde* landed the first halibut of the season on February 25. The fish brought, at Boston, 25 cents for white and 17 cents for gray. The trip took only 28 days.

The halibut lives out of the *Raymonde's* trip sold for 63 cents per pound, and the quantity was a little over 500 pounds. That is the highest price yet although the same price was paid during the latter part of last season. Gorton-Pew Fisheries bought them.

#### First Mackerel Caught

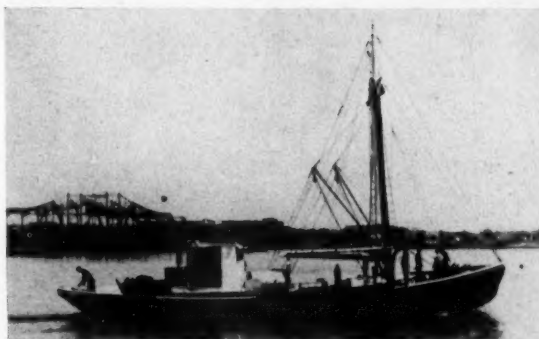
To Capt. Joe Sears, owner and commander of the Gloucester dragger *Babe Sears*, belongs the honor of bringing in to market the first mackerel of the 1936 season. Capt. Sears and his big dragger have been operating in Southern waters off Winter Quarter shoals lightship, Virginia, dragging for scup, fluke and other Southern species. During a drag of the net four mackerel totaling eight pounds were hauled. The *Babe Sears* landed her trip of fish in New York on February 26. Last year the first mackerel were caught late in January.

#### Home from Southern Business Trip

Home from Virginia where they went on business are Capt. Benjamin Curcuro, manager of the Producers Fish Company; Everett R. Jodrey, manager of R. J. Ederer Net and Twine Company branch in this city; and Arthur C. Tucker of the Linen Thread Company of this city.

#### Atlas Imperial Diesels in Stock

B. C. Parker, Gloucester representative of the Atlas Imperial Diesel Engine Co., announces that his stock of Atlas Imperials has been augmented so that he now has on hand for immediate installation a 6-cylinder, 200 hp; 6-cylinder, 160 hp; 4-cylinder, 135 hp, and a 4-cylinder, 110 hp.



The "Isabel Q." owned by Frank C. Taylor of New Bedford. Equipment includes a 100 hp Atlas Imperial Diesel and Hathaway winch, clutch and fittings.

## Provincetown Trapping Fleet Anticipates Good Season

By J. C. Johnson

WEIR fishermen are waiting for the ice to leave Cape Cod Bay, when they will launch upon the 1936 trapping season. It is expected many of the crews will be drawing the nets before the end of March in anticipation of the Spring herring run. Capt. Joe Oliver's crew is one of the first to start tarring twine, and is about ready to drive four traps. Likewise Capt. John Joseph, who will drive six traps. The trappers look for sardine herring in late March or April. All hands of the trapping fleet seem to entertain a theory this Spring will see a boom haul of herring, as it is a local tradition that heavy schools of the fish visit this port every seven years, and this is the scheduled lucky year. About 60 weirs will be fishing when the entire trapping fleets gets under way.

#### Has Novel Way of Handling Trap Hauls

Manager John Worthington of the North Truro freezer has introduced a novel and successful method to facilitate landing of trap hauls at his plant. North Truro is without a harbor, which has been a hindrance to the trappers for years. Now Mr. Worthington has a massive frame structure set up about a quarter mile offshore; here the boatloads of fish are dumped, thence carried in hoppers via a cable to the plant by electric power.

Provincetown freezers are expected to start hiring extra forces soon to be in readiness for the busy season. Atlantic Coast Fisheries, Inc., now operates three plants here, Colonial, Fishermen's and Cape Cod freezers.

#### Fewer Motorboats Fishing

Flounder and cod hauls have fallen off, but draggers are getting five to eight boxes, (150 pounds to a box) of dabs, which have been selling at \$4 and \$5 in New York and a cent and a half and two cents at Boston. Motorboat fishing is slackening. Before the ice pack began to hinder fishing the motorboats were getting up to 2,000 of cod and haddock to a trip. Old timers recall that before the World War this port had 150 motorboats in operation. Today there are but 25.

#### New Bedford Boat Lost

The *Charles S. Ashley*, Capt. Tom Keeping, one of the finest of the New Bedford fleet, was rammed and sunk on March 3 by *The Friars*, Capt. Elmer Jacobson, about 50 miles East of Cultivator Shoals. The *Ashley*, in difficulty, had hoisted a distress signal, and although the sea was running high, Capt. Jacobson bore down to render assistance. The two vessels, tossed about like chips, came together with a crash that sent the *Ashley* to the bottom in a few minutes. All aboard were brought home to New Bedford by *The Friars*.



Tunis Bowen (standing), of the Crest Fishery, Beach Haven Terrace, N. J., has discarded horses in favor of this Caterpillar tractor to haul his pound net boats.

## New Jersey

### Producers and Distributors Plan Series of Radio Broadcasts

**W**HOLESALERS, retailers and fishermen's organizations in New Jersey have combined to put an "Eat More Fish" program on the radio over Station WPG Atlantic City. After the program has gained impetus it is thought that it will spread out to include a coast-to-coast hook-up over the Columbia Broadcasting Company's facilities. Among the New Jersey persons scheduled to talk over the programs are Sven Marthin of Wildwood, J. N. Laudeman of Cold Spring Fisheries, Captain Robert G. Pierpont, President of the Cape May—Wildwood Party Boat Association and one of the leaders in the Fish Sanctuary move in South Jersey, and F. L. Widerstrom of the New Jersey Commercial Fishermen's Association.

#### Building New Pound Boat

Tony Curatola of Sea Isle City is to have a new 36-foot pound boat built at the Olsen Boat Shop. Capt. Curatola is planning on a new 40 H.P. Lathrop, Monel Metal shaft and Eveready batteries. He uses Linen Thread Company products for his Central Fish Company activities. Also being built at the Olsen works is a 33' x 10' dragger for Henry Henrikson of Otten's Harbor. He plans to install a 6-cylinder Chrysler motor equipped with reduction gear. Hathaway winch, Ederer nets and Exide batteries will also be part of his equipment.

#### Fishermen's Assoc. Holds Annual Convention

The United Commercial Fishermen's Associations of New Jersey held their Annual Convention on Sunday, January 19th. The following officers were reelected to serve for another year: Sven Marthin, manager of the Union Fish Company at Wildwood, President; Alf Brandvik, President of the Long Beach Fishermen's Association, Vice-president; Gunnar Peterson of Atlantic City, Treasurer; Tobias Wik, of Atlantic City, Sargent at Arms; and F. L. Widerstrom, Executive Secretary. Joseph Werner of Atlantic City was endorsed for the position of Fish and Game Commissioner.

#### Fishing from Belmar

George Dann is fishing from Belmar but says that the cod are scarce and the ice prevents hunting around for them. George's boat is powered with a 6-cylinder Lathrop motor and can be remembered as the "Junior" from Sheepshead Bay. Capt. Dann swears by Exides and has a definite leaning toward Monel Metal in fittings around a boat.

#### Would Permit Gill Netting in Bay

With the backing of commercial fishermen, petitions have been placed in circulation urging the opening of Delaware Bay from May 10 to June 15 for gill netting.

## Virginia

### Tax on Crabbers Opposed At Hearing on Seafood Bill

By Sandusky Curtis

**A**T a public hearing on the House seafood bill held in Richmond recently, W. M. Minter, of Mathews, urged that trawling in the three-mile limit outside the Capes be prohibited during the shad season. Mr. Minter urged legislators to consider very carefully before adopting a measure providing for the licensing of persons catching soft crabs without a boat, or before increasing the tax on seed oysters.

The proposed soft-crab license of \$2.50 when no boat is used was opposed by several persons attending the hearing. The measure, it was said, would prohibit boys and men who did not make a regular business of selling seafood, from selling a few crabs which they might catch by wading along the shores.

L. W. Hudgins, of Peary, urged that dredging for crabs be prohibited in the waters close to shore on the West side of the Chesapeake Bay. The bill prohibits dredging for crabs anywhere except in Hampton Roads and the Bay. Mr. Hudgins said dredging close inshore affected pound net fishing, hook and line fishing and deep-water oyster bottoms.

Northern Neck citizens objected to the prohibition of the use of patent oyster tongs in the deep water at the mouth of the Rappahannock River and contended that the water there is too deep for the use of hand tongs. They said the use of hand tongs had not depleted the beds.

The bill makes many changes in seafood laws and provides for a tax on a gallon of shucked oysters to be the same as the bushel tax on unshucked oysters. The commission has fixed this at 1¼ cents although the law permits up to 2 cents.

#### Fishing Operations Held Up by Ice Floes

King Winter, with heavy snows and tight freezes in February, struck the seafood industry in the Chesapeake Bay area its third heavy blow in as many months.

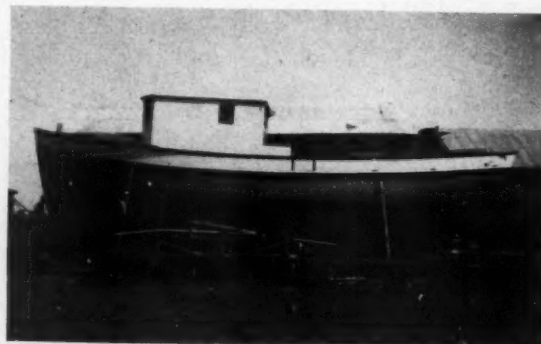
Trawlers lay idle in Norfolk, Portsmouth, Newport News, Hampton and Phoebus, for several days during the month as the harbors were all but closed by the ice floes that formed after weeks of near-zero weather.

At Buckroe and other points along the Bay it was impossible to work the pounds because of the ice.

Crabbers were likewise forced to lose time, as dredging activities were hampered by the ice off Old Point, Va.

#### Fish Freezer Does Big Business

Thousands of pounds of fish were disposed of by the Tidewater Fish Freezer Co. during the adverse weather. H. W. Person, manager, stated that the freezer was emptied during the period in which the supply was scant. Freezing was started anew on February 28 with croakers being used chiefly.



The 48-ft. "Betty Ross", built by the Syrmis Boat Works for the Pachetti Fish Co., St. Augustine. Equipment includes a 45 hp Kahlenberg engine and Hyde propeller.



## Maryland

### Ice Conditions Bring Oyster Season to Untimely End

By Edward Bowdoin

MARYLAND'S oyster season legally continues until April 15, but this year it has already come to an untimely end in the Chesapeake waters, in the opinion of Capt. Amos Creighton, commander of the State Conservation Commission's patrol fleet.

Captain Creighton said ice conditions were so serious in Chesapeake Bay and the Potomac river during January and February, that he doubted if watermen would be able to catch many more of the bivalves.

Dredgers, from whom come most of the annual supply, end their season March 15, while tongers continue until the middle of April.

Until the freeze-up, which started about Christmas time, the oystermen had enjoyed one of the most profitable seasons in the last seven or eight years. Until the oyster rocks were closed by the ice it was thought a new all-time production record might be set.

#### Quinn Building New Menhaden Steamers

The Wallace M. Quinn Co. are building a new menhaden steamer in Fernandina, Fla., to be named the *Harry C. Dashiell*. This company is also rebuilding another steamer in the Quinn & Daugherty railways at Crisfield to be named the *William Clark Quinn*. Mr. Quinn has bought two more boats to be added to his fleet after alterations in the Crisfield yards. The boats in operation in the South now are the *Wallace M. Quinn*, *Osborne Holland*, and *J. Earl Morris*. Mr. Quinn is building a menhaden factory at Beaufort, N. C.

#### Shad and Herring Season Late

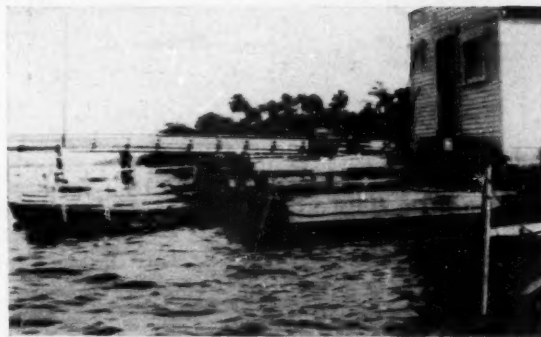
The shad and herring season begins in the lower Chesapeake in February and in the Maryland waters of the Chesapeake in March. The Bay has been closed with ice during the entire month of February and the fishermen have not been able to drive the piling and set their nets. The season will be late because of this fact.

#### Auto Used in Dredging Oysters

It is expected that the State of Maryland and the Federal Government will again begin the planting of small oysters and shells on the barren bars of the Chesapeake Bay. The planting of small oysters and shells proved to be a great success. The first time dredging of oysters was ever done by automobile in the Chesapeake Bay, occurred at Tilghmans Island, on the Eastern Shore of Maryland, during the freeze in February. The dredge was fastened to an automobile by a rope; the men cut the ice, and threw the dredge into the water, the automobile was then started and drew the dredge until it was full and pulled it up on the ice.



Clammers at the plant of Benj. F. Copeland, Beaufort, N. C. Mr. Copeland is a planter and sole distributor of Penns Point clams and oysters.



Dock and plant of the Vero Beach Fishing Co., Vero Beach, Fla. A. B. Crawford is proprietor.

#### Hard Crabs Plentiful Despite Cold

Notwithstanding the extreme cold waters, the coldest and longest freeze-up in the lower Chesapeake for 54 years, the supply of hard crabs has been fairly good. The crabs come from the mouth of the Chesapeake Bay. The following Crisfield firms are operating soft crab plants in Morehead City, N. C.: The Coston Co., represented by Ray H. Parks; The Wallace M. Quinn Co., by Harry Parks; The L. R. Carson Co., Inc., by I. H. Tawes; and the J. T. Handy Co., by Elijah Parks. The season in North Carolina opens the middle of March and continues until May.

## Florida Fishing News

By Al Chiaramonte

A LARGE devil fish weighing 4,000 pounds, thought by Florida fishermen to be the largest one ever landed, was harpooned in the Gulf of Mexico near Key West late last month by Captain Charley Thompson, veteran Miami fisherman.

The fish, measuring 20 feet in length, was landed after a three hour battle during which time the fishing boat was towed more than 10 miles into the Gulf.

#### Florida Fish Exhibited

Large quantities of various species of fish found in Florida waters were displayed by the State Conservation Department at the annual Florida Fair and Gasparilla Carnival in Tampa last month.

#### Spongers to Return for Easter

Approximately 500 Tarpon Springs sponge fishermen who set sail for the sponge banks in the Gulf of Mexico in January are expected to return to port next month in time to celebrate Easter at home.

#### Sarris Bros. Co. Completes New Boat

Minas Sarris, manager of Sarris Bros. Co., boatbuilders at St. Augustine, reports he has just completed a boat for John Sanders. The new craft is 46 feet long, and has a 15-ft. beam. Sarris Bros. have been in business 20 years, and have another yard at Tarpon Springs.

#### "Costa Diva" Sinks

The *Costa Diva*, Tampa fishing schooner belonging to W. C. Flowers, was sunk after an accident near Fort Pierce last month. Captain Al Roux, master of the ship, reported the schooner was rammed and that it sank shortly thereafter. No one was injured or lost.

#### Seems to Want Some Red Snapper

Nelo J. Gonzales, President of the Star Fish & Oyster Co., Mobile, sends us a copy of a letter received from one of his rural customers:

"Good Morning to you all

"to Day While sitting down Thinking about a Good nice mess of Fresh Red Snapper Fish Please send me out one of your new 36 Price list of Fish and Oysters the Bonis Mony is coming in now and I want a Good Bate of Red Snapper Fish listen to hear from you by Return mail all from

"Willie ———"

## Where-to-Buy Directory

### Equipment, Gear, Supplies, Service

Companies whose names are starred (\*) have display advertisements in this issue; see Index to Advertisers for page numbers.

#### BARRELS, TIGHT (for Liquids) Wooden and Steel

American Cooperage Co., Inc., Maurer, N. J.

#### BATTERIES Dry Cell

\*"Eveready": National Carbon Co., 30 E. 42nd St., New York, N. Y.

#### Storage

Edison Storage Battery Co., West Orange, N. J.

\*"Exide": Electric Storage Battery Co., Philadelphia, Pa.

Gould Storage Battery Corp., Depew, N. Y.

\*USL Battery Corp., Niagara Falls, N. Y.

#### CAN MANUFACTURERS

National Can Co., 110 E. 42nd St. New York, N. Y.

#### CLUTCHES

\*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

#### CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.

\*Columbian Rope Co., Auburn, N. Y.

New Bedford Cordage Co., 233 Broadway, New York, N. Y.

\*Plymouth Cordage Co., North Plymouth, Mass.

\*Wall Rope Works, 48 South St., New York.

\*Whitlock Cordage Co., 46 South St., New York, N. Y.

#### DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

#### DIESEL GENERATING SETS

Bromfield Manufacturing Co., 211 Northern Ave., Boston, Mass.

#### ELECTRICAL EQUIPMENT

General Electric Co., Schenectady, N. Y.

#### ENGINE DEALERS

\*Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

#### ENGINE MANUFACTURERS

##### Diesel Engines

\*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.

\*Bolinders Co., 33 Rector St., New York, N. Y.

Bronander Engineering & Research Corp.,

Belleville Turnpike, No. Arlington, N. J.

\*The Buda Co., Harvey, Ill.

\*Cooper-Bessemer Corp., Mount Vernon, O.

\*Fairbanks, Morse & Co., Chicago, Ill.

Kermath Mfg. Co., 5896 Commonwealth Ave.,

Detroit, Mich.

McIntosh & Seymour Corp., Auburn, N. Y.

The National-Superior Co., Springfield, Ohio.

\*Red Wing Motor Co., Red Wing, Minn.

\*Wolverine Motor Works, Inc., 1 Union Ave.,

Bridgeport, Conn.

#### Ford Conversions and Parts

\*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Oscar Smith & Sons Co., 3102 C St., Philadelphia, Pa.

#### ENGINE MFRS., Cont. Fuel Oil Engines

\*Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

\*Murray & Tregurtha, Inc., No. Quincy, Mass.

\*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

\*Red Wing Motor Co., Red Wing, Minn.

#### Gasoline Engines

\*The Buda Co., Harvey, Ill.

Buffalo Gasoline Motor Co., 1280-1290 Niagara St., Buffalo, N. Y.

\*Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

Kermath Mfg. Co., 5896 Commonwealth Ave., Detroit, Mich.

\*Murray & Tregurtha, Inc., No. Quincy, Mass.

\*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

\*Red Wing Motor Co., Red Wing, Minn.

\*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

#### FIRE EXTINGUISHERS

##### Carbon Dioxide

"C-O-TWO": C-O-Two Fire Equipment Co., 560 Belmont Ave., Newark, N. J.

"Lux": Walter Kidde & Co., 140 Cedar St., New York, N. Y.

##### FISH SCALERS

##### Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

#### HARDWARE, Marine

Maine Steel Products Co., South Portland, Me.

#### HOOKS, Fish

\*"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

#### ICE BREAKERS

\*"Creasey": The Cochran Corp., 17th and Allegheny Ave., Philadelphia, Pa.

"Little Giant": The Micro Corp., Bettendorf, Iowa.

#### MACHINERY, Marine

\*Hathaway Machinery Co., New Bedford, Mass.

#### NAUTICAL INSTRUMENTS

Kelvin-White Co., 112 State St., Boston, Mass.

#### NETS AND NETTING

Forelle Fish Netting Co., 1952 S. Kinnick Ave., Milwaukee, Wis.

\*Linen Thread Co., 60 E. 42nd St., New York, N. Y.

\*National Net & Twine Co., 211 Congress St., Boston, Mass.

Pauls Fish Net Co., 1727-31 N. Winchester Ave., Chicago, Ill.

#### NET ANCHORS

Sebewaing Carriage & Wagon Works, Sebewaing, Mich.

#### NET BUOYS and LIFTING EQUIP.

J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

#### NET PRESERVATIVES

Cuprinol, Inc., 1190 Adams St., Boston, Mass.

Shepherd Chemical Co., Highland Ave., Norwood, Cincinnati, O.

#### OILS (Fuel, Lubricating, Gasoline)

\*"Esomarine": Penola, Inc., 26 Broadway, New York, N. Y.

#### OILED CLOTHING

D. O. Frost Corp., Gloucester, Mass.

#### PAINTS

Henderson & Johnson, Inc., Gloucester, Mass.

\*Pettit Paint Co., Jersey City, N. J.

Edw. Smith & Co., Long Island City, N. Y.

\*Tarr & Wonslow, Ltd., Gloucester, Mass.

#### PROPELLERS

\*Hyde Windlass Co., Bath, Me.

\*Federal-Mogul Corp., 262 Shoemaker Ave., Detroit, Mich.

Michigan Wheel Corp., Grand Rapids, Mich.

#### PROPELLER SHAFTS

"Monel Metal": International Nickel Co., 67 Wall St., New York, N. Y.

#### RADIO TELEGRAPHS

Mackay Radio & Telegraph Co., 67 Broad St., New York, N. Y.

#### RADIO TELEPHONES

\*Western Electric Co., 195 Broadway, New York, N. Y.

#### RANGES

"Marine Household": The White-Warner Co., 491 West Water St., Taunton, Mass.

\*"Shipmate": Stamford Foundry Co., Stamford, Conn.

#### REFRIGERATORS

Liquid Carbonic Corp., 3100 S. Kedzie Ave., Chicago, Ill.

#### SEAFOOD HANDLING TOOLS

Chas. D. Briddell, Inc., Crisfield, Md.

#### SHIPBUILDERS, BOATYARDS

Bethlehem Shipbuilding Corp., Bethlehem, Pa.

E. Klonaris, Fernandina, Fla.

Peterson Boat Works, Sturgeon Bay, Wis.

#### SHIP CHANDLERS

\*Sherman B. Ruth, 28 Hancock St., Gloucester, Mass.

#### SIGNALS, Distress

International Flare-Signal Co., Tipppecanoe City, Ohio.

#### TRANSPORTATION

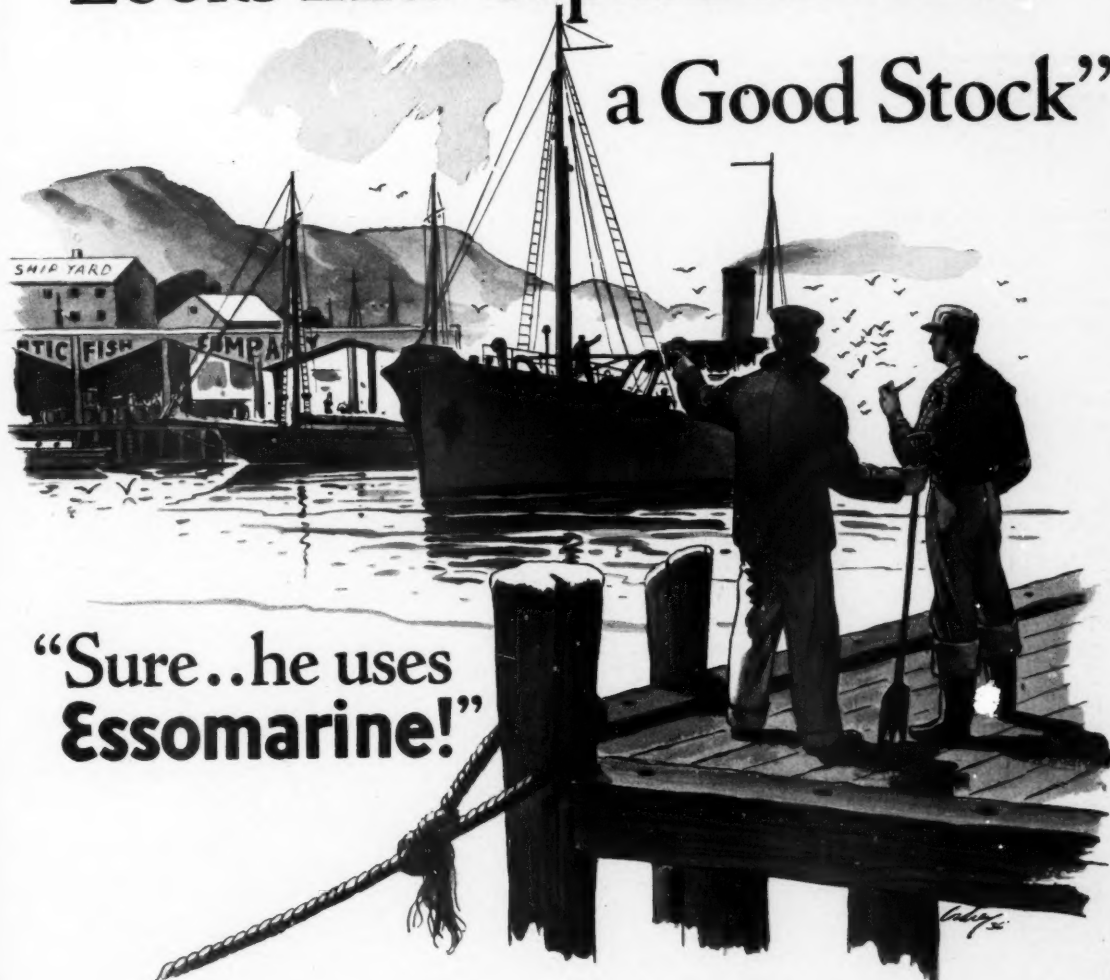
Fish Forwarding Co., 151 South St., New York, N. Y.

Railway Express Agency, Inc., 230 Park Ave., New York, N. Y.

#### WIRE ROPE

Paulsen-Webber Cordage Corp., 26 Front St., New York, N. Y.

# "Looks Like Cap'n Ben Made a Good Stock"



"Sure..he uses  
**Essomarine!**"

**H**IGH engine performance and a good haul come as close together as twin barnacles.

Whether you're bound for the Banks or a one-day run off-shore, you can't afford poor lubrication in this weather.

Prevent a broken trip with Essomarine, the winter-proof lubricants that keep your engine running no matter how low the mercury sinks.

Essomarine is low in carbon—heat-tempered to resist burning action in Diesels. Most important—Essomarine won't stiffen when she's iced topside.

Stand by for Essomarine—the lubricants that stand up for you!



**MADE EXPRESSLY FOR MARINE SERVICE**

Essomarine Lubricants constitute a complete line for use in steam, Diesel or gasoline engines. These are especially adapted to the needs of the fishing trade.

PENOLA INC. 26 BROADWAY NEW YORK CITY

## Essomarine LUBRICANTS

Essomarine Lubricants are distributed by the following major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company, Inc.—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company (Inc. in Kentucky)—Standard Oil Company (Ohio)—Humble Oil & Refining Company—(in Canada) Imperial Oil, Limited.



## Where to Buy Fish and Shellfish Products

Look up the fish and shellfish products you need. The numbers after the items refer to the companies listed.

### ALEWIVES:

Fresh/Frozen: 3, 5, 6, 8  
Smoked: 3

### BLUEFINS:

Fresh/Frozen: 21  
Smoked: 10

### BLUEFISH:

Fresh/Frozen: 6, 8, 13, 18

### BLUE PIKE:

Fresh/Frozen: 6, 21

### BUTTERFISH:

Fresh/Frozen: 3, 5, 18

### CARP:

Fresh/Frozen: 6, 21

### CATFISH and BULLHEADS:

Fresh/Frozen: 6, 7, 12, 13

### CHUBS:

Fresh/Frozen: 6, 10, 19, 21  
Smoked: 10

### CLAMS, HARD:

Shell: 4, 5, 9, 11, 14, 22  
Shucked: 4, 5, 9, 11, 14

### CLAMS, SOFT:

Shell: 3, 5, 22  
Shucked: 3, 5  
Canned: 5, 16

### COD:

Fresh/Frozen: 3, 5  
Fresh/Frozen Fillets: 3, 5, 15  
Fresh Steaks and Sticks: 3, 5  
Cheeks, Sounds, Tongues: 2, 3, 5  
Canned (Cakes Flakes, etc.): 2, 5  
Salted: 2, 3, 5, 15, 16  
Smoked Fillets: 3, 5, 15, 16  
Oil: 3, 5  
Cod-Liver Oil: 5, 16

### CRABS:

Hard: 4, 5, 9, 11, 12, 14, 22  
Soft: 4, 11, 12, 14, 22  
Crab Meat: 4, 8, 11, 12, 14, 22  
Canned: 16

### CROAKERS:

Fresh/Frozen: 6, 18  
Fresh Fillets: 6

### CUSK:

Fresh/Frozen: 3, 5  
Fresh Fillets: 3, 5  
Fresh Steaks and Sticks: 3, 5  
Salted: 2, 5  
Smoked Fillets: 3, 5

### DRUM (Red Drum):

Fresh/Frozen: 6, 13

### EELS:

Fresh/Frozen: 4, 5, 6  
Smoked: 6

### FLOUNDERS:

Fresh/Frozen: 3, 5, 6, 13, 18  
Fresh/Frozen Fillets: 3, 5, 6, 13

### FLUKE:

See Flounders

### FROGS:

Whole: 7, 8, 12  
Legs: 7

### GROUPEERS:

Fresh/Frozen: 8, 13  
Fresh Fillets and Steaks: 8

1—Rackliff & Witham, Rockland, Maine.

2—Davis Bros. Fisheries Co., 43-63 Rogers St., Gloucester, Mass.

3—Feyler's, Inc. (Rodney E. Feyler), Rockland, Me.

4—E. A. Hitchings & Co., Norfolk, Va.

5—Portland Fish Co., Portland, Me.

6—Florence Fish & Oyster Co., Florence, S. C.

7—Mid-Central Fish Co., 1656-60 Washington St., Kansas City, Mo.

8—Warren Fish Co., P. O. Box 1513, Pensacola, Fla.

9—W. E. Horner, Jr., Parkertown, N. J.

10—H. J. Dornbos & Bro., Grand Haven, Mich.

11—L. R. Carson, Inc., Crisfield, Md.

12—Reuther's Sea Food Co., Box 773, New Orleans, La.

13—Meyer Fish & Produce Co., 33-35 S. Ocean St., Jacksonville, Fla.

14—Benj. F. Copeland, Beaufort, N. C.

15—B. A. Griffin Co., 531 S. Water St., Milwaukee, Wis.

16—Snow Fisheries Co., 269 Northern Ave., Boston, Mass.

17—Modern Oyster Co., Inc., P. O. Box 166, Greenport, N. Y.

18—Coast Fishery, Monmouth Beach, N. J.

19—Al Shellswick, Waukegan Fish Market, 925 Massena, Waukegan, Ill.

20—Narragansett Bay Oyster Co., Providence, R. I.

21—General Fish & Oyster Co., 447 Woodland Ave., Cleveland, Ohio.

22—Wm. M. McClain, 231 So. Front St., Philadelphia, Pa.

### HADDOCK:

Fresh/Frozen: 3, 5  
Fresh/Frozen Fillets: 3, 5, 6, 15  
Fresh Sticks: 3, 5  
Salted: 2, 5  
Smoked Fillets: 3, 5, 15  
Pinnan Haddie: 3, 5, 15, 16

### HAKE:

Fresh/Frozen: 3, 5  
Fresh/Frozen Fillets: 3, 5  
Fresh Sticks: 3, 5  
Salted: 2, 3, 5, 16  
Smoked Fillets: 3, 5

### HALIBUT:

Fresh/Frozen, Eastern: 3, 5, 6, 7  
Fresh/Frozen, Western: 3, 5, 7, 15  
Salt Fins: 2

### SMOKED: 2

### HERRING, LAKE:

Fresh/Frozen: 3, 15, 21

### HERRING, SEA:

Fresh/Frozen: 3, 5  
Cured: 2, 5, 16  
Smoked: 2, 3, 5, 16  
Canned "Sardines": 5, 15, 16  
Spiced: 15

### KINGFISH or "KING MACKEREL":

Fresh/Frozen: 6, 8, 13, 18

### LOBSTERS:

Live: 1, 3, 12  
Meat, Fresh Cooked: 1, 3  
Canned: 16

### LOBSTERS (Southern):

Live: 8

### MACKEREL:

Fresh/Frozen Fillets: 3, 5, 6, 13, 18

Fresh/Frozen Fillets: 3, 5, 6  
Salted Fillets: 2, 3, 5, 15, 16  
Split Salted: 2, 3, 5, 15, 16  
Smoked: 3, 5

Canned: 2, 5, 16

### MULLET:

Fresh/Frozen: 6, 8, 13, 15  
Salted: 6, 8  
Salted Roe: 6, 8, 13

### OYSTER-CRABS:

Fresh: 4

### OYSTERS:

Shell: 4, 5, 7, 8, 11, 12, 17, 20, 22  
Shucked: 3, 4, 5, 7, 8, 11, 12, 13, 20, 22  
Seed: 17, 18

### PIKE or PICKEREL (JACKS):

Fresh/Frozen: 13, 15, 21

### PILCHARDS:

Canned "Sardines": 15, 16

### POLLOCK:

Fresh/Frozen: 3, 5  
Fresh/Frozen Fillets: 3, 5, 15  
Salted: 2, 3, 5, 16

### POMPANO:

Fresh/Frozen: 7, 8, 12, 13

### PORGIES:

See Scup

### REDFISH (Southern):

See Drum

### RED SNAPPER:

Fresh/Frozen: 6, 8, 13  
Fresh Fillets: 8  
Fresh Sticks: 8

### ROSEFISH (Ocean Perch):

Fresh/Frozen: 15  
Fillets: 15

### SABLEFISH:

Fresh/Frozen: 7, 15  
Fresh Fillets: 7

### SALMON:

Fresh/Frozen: 3, 5, 6, 7, 15  
Hard-Cured: 15  
Mild-Cured: 5  
Smoked: 10, 16  
Canned: 16

### SARDINES:

See Pilchards; Herring, Sea

### SAUGERS:

Fresh/Frozen: 21

### SCALLOPS:

Bay: 7, 13  
Sea: 3, 7, 11, 13, 15, 22

### SCUP or PORGIES:

Fresh/Frozen: 8, 18

### SEA BASS:

Fresh/Frozen: 6, 13, 18

### SEA BASS (Calif.):

Fresh/Frozen: 7, 18

### SHAD and SHAD ROE:

Fresh/Frozen: 3, 5, 6, 11, 13, 18

### SHEEPSHEAD, FRESH-WATER:

Fresh/Frozen: 13

### SHEEPSHEAD, SALT-WATER:

Fresh/Frozen: 6, 8, 13

### SHRIMP:

Fresh/Frozen: 4, 5, 6, 7, 8, 12, 13, 14, 22

Packaged, Fresh/Frozen: 6

Cooked and Peeled: 6, 11, 14

Canned: 15, 16

### SMELT:

Fresh/Frozen: 3, 5, 6, 15

### SOLE:

Fresh/Frozen: 3, 5  
Fillets: 3, 5

### SPANISH MACKEREL:

Fresh/Frozen: 6, 8, 13, 18

### SQUID:

Fresh/Frozen: 3

### STRIPED BASS:

Fresh/Frozen: 13

### STURGEON:

Fresh/Frozen: 5, 6  
Smoked: 6  
Caviar: 6

### SWORDFISH:

Fresh/Frozen: 3, 5

### TULLIBEE:

Fresh/Frozen: 21  
Smoked: 10

### TUNA, Etc.:

Fresh/Frozen: 5  
Canned: 16

### TURTLES and TERRAPIN:

Whole: 9, 11, 22  
Meat: 11, 12  
Canned: 11

### WEAKFISH:

Fresh/Frozen: 6, 18

### WHITEFISH:

Fresh/Frozen: 15, 21  
Smoked: 10

### WHITING:

Fresh/Frozen: 3, 5, 6, 13, 18  
Salted: 2

### YELLOW PERCH:

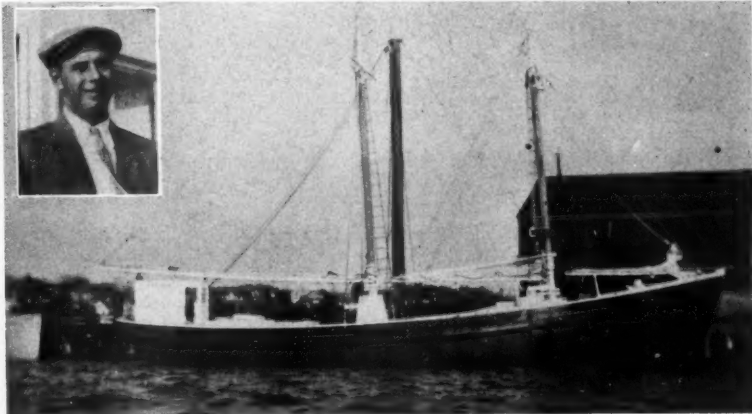
Fresh/Frozen: 21

### YELLOW PIKE:

Fresh/Frozen: 15, 21

### YELLOWTAIL:

Fresh/Frozen: 5, 8



Capt. JOHN SALVADORE

Owner of the

Vineyard Haven Schooner

"3 and 1 and 1"

is loud in his praise of the faultless operation of his 100 H. P. 350 R. P. M. "Wolverine-Diesel"

The "WOLVERINE-DIESEL" excels in trouble-free Performance and Sturdiness

The SIMPLEST DIESEL and therefore THE BEST for FISHING

Low Pressure Fuel Injection through single hole NON-CLOGGING Nozzle assures perfect combustion at all loads or speeds.

Every part of the engine is built in our own factory at Bridgeport, Conn., in close vicinity to you, so that direct factory service is at your command instantly.

Ask for Catalog No. 135

**WOLVERINE MOTOR WORKS, Inc.**

No. 1 Union Avenue

Bridgeport, Conn.

Thoroughly  
water-resisting

Permanently  
lubricated

Easy to handle and  
splice—wet or dry

Always remains  
flexible

# WHITLOCK

PAT'D AUG. 3, 1926. REG. U.S. PAT. OFF.

# WATERFLEX

# CORDAGE

THROUGH actual performance, discriminating rope buyers have become absolutely convinced that WATERFLEX is unquestionably

*The Utmost in Rope Value*

Kinking prevented—  
Rotting retarded

Not affected by  
climatic changes

Lasts Longer—  
Serves better

Costs no more

# WHITLOCK CORDAGE COMPANY

46 South Street  
New York



226 State Street  
Boston

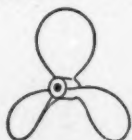


## know your wheel

The choice of the wheel that is right for your boat must be based upon many factors. Her length, beam, draft, lines, weight, motor power and speed should all be considered. Hyde maintains an engineering service department to assist you in getting the most in both speed and efficiency. Its services are free, yours for the asking. Send for a copy of the new edition of "Propeller Efficiency". It's a catalog containing constructive suggestions for increasing the speed, comfort and efficiency of your boat.

HYDE WINDLASS COMPANY, Bath, Maine  
Member Marine Propeller Manufacturers Ass'n.

# HYDE PROPELLERS



DEALERS EVERYWHERE CARRY AMPLE STOCK

## New York News and Comment on Production and Marketing

By Larry Herzog

THE period of January 17 to February 16 struck a low note in vessel landings at Fulton Market when 42 vessels made 67 trips to bag a total capture of 947,260 lbs. of fish. One vessel made 1 trip to land 250 gallons of scallops. This has been a hard 30-day period for fishing, with ice, low temperatures, gales, and all the fancy didoes Nature can create to make the life of the fishermen a pretty tough one. The landings by species was as follows:—

Flounders .....	89,000 lbs.	Mixed Southern	
Dabs .....	88,500 "	fish .....	115,300 lbs.
Groundfish ....	47,000 "	Fluke .....	150,760 "
Haddock .....	78,000 "	Sea Bass .....	52,400 "
Cod .....	75,000 "	Porgies .....	40,000 "
Scrod .....	3,200 "	Eels .....	1,600 "
Tile .....	178,000 "	Halibut .....	500 "
Butterfish .....	28,000 "	Scallops .....	250 gals.

### A Blue Ribbon for the "Balila"

Captain G. Strescino, skipper of the little *Balila* was in the end of February with what looks like an all time record for the tilefish catch-as-catch-can championship. On his last trip he left Newport Sunday evening at five o'clock for a point Southeast from Nantucket Shoals where he anchored long enough to land a catch of 34,225 lbs. of tilefish. He arrived at Fulton Market Tuesday evening at six o'clock; just 49 hours for the trip. This is pretty good going for even a trawler.

### Captain Langworthy and the "Theodore M. Morse"

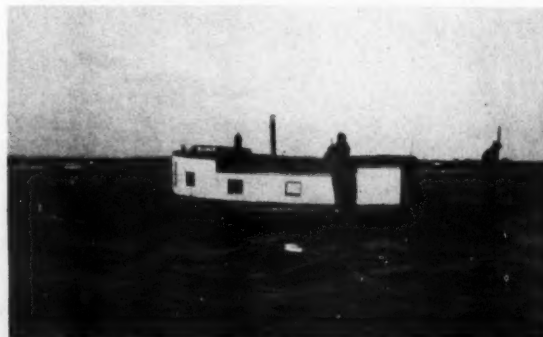
On going to press we understand from rumor from the grounds that Captain Langworthy of the *Theodore Morse* lost most of his gear on his last tilefish trip.

### Fish Varieties for the Lenten Table

With the beginning of Lent, Fulton Market looked like a right busy place. There was a full assortment for the buyers to choose from, such as Spanish mackerel, white perch from Virginia, mackerel, sea bass, shad and shad roe, bluefish, king mackerel, striped bass, smelts, halibut, salmon, cod, haddock, flat fish of all kinds, frog legs, lobster crawfish from South Africa (frozen), etc.

### Peck Slip Arrivals

Good quantities of fish coming in from Manitoba such as whitefish, pickerel, yellow pike, yellow perch, saugers; also buffalo from Mississippi River, carp, smelts, herring, and mullets from Green Bay, Wisconsin.



Tonging clams from the "Madge", owned by Capt. George Verety, Babylon, L. I. The "Madge" is 42 ft. long, and is equipped with Palmer engine, Eveready batteries and Whitlock cordage.



## Long Island Oyster Crop for 1935-36 Best on Record

By C. A. Horton

**R**ECENT surveys made by the State officials disclose that the 1935-1936 crop of oysters will be one of the best in the history of the industry. Conditions are exactly right in the bay waters of the South shore and elsewhere.

### Lake Montauk Fishermen Doing Well

The hardy Winter fleet operating out of Lake Montauk has been fortunate in getting a good run of dabs, yellowtails and whiting offshore which have been bringing a good price. Dabs have ranged from \$14 per barrel to over \$20. Catches have been running from 10 to 20 barrels per boat on a trip.

### Elected Vice-President of Bluepoints Co.

Paul Mercer, of Sayville, has been made Vice-President and General Manager of the Bluepoints Company, Inc., a unit of General Foods. In his new capacity he will supervise all General Foods oyster operations in West Sayville, Greenport and Northport, N. Y.; Milford and So. Norwalk, Conn.; and East Providence, R. I.

### Scallop Season Will not be Extended

East Hampton trustees refused last month to grant the petition of about 50 baymen who requested the board to extend the scalloping season from January 1st to April 1st.

### L.I.F.P.A. Holds Regular Meeting

At the regular meeting of the Long Island Fishermen's Protective Assoc., held on February 3d, a complete report was made by Manager Alfred Tucker of the contemplated change of shellfish sanitation control from the State Conservation Department to the State Health Department.

The Association went on record as favoring sanitation control of shellfish by the State Health Department.

Manager Tucker called attention to the fact that an amendment to the lobster law was being proposed whereby the maximum size limit now in effect would be stricken out. This would not pertain to female lobsters in spawn.

### Oyster Boat Repaired

Walter Lightner is putting the planking on the cruiser which he is building for Dr. Bert Otto, of Bay Shore. Mr. Lightner recently replaced some of the planking on the oyster boat, *G. Vanderborgh*, owned by G. Vanderborgh & Son.

### Trap Fishing Firms Leave

The trap fishing firm of Vail & Eldredge of East Marion left last month for the fishing grounds at Gardiners Island. Russell Terry left for Montauk and the other firms will leave the first part of April.



Clam boat "Arab", Capt. Charles Berberich, Babylon, L. I. Equipment includes a Universal motor, Monel Metal shaft, Hyde propeller and Willard battery.

## Where-to-Ship Directory

Producers: the following companies are in the market for shipments of fish and shellfish.

Distributors: if you want your company listed, please address Directory Department, ATLANTIC FISHERMAN, Goffstown, N. H.

Companies whose names are starred (\*) have display advertisements in this issue; please see Index to Advertisers for page numbers.

### BALTIMORE, MD.

National Fish & Oyster Co., Wholesale Fish Market.

### BOSTON, MASS.

\*R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

### CHICAGO, ILL.

Booth Fisheries Corp., 300 W. Adams St.  
J. A. Klafin, 209 N. Union Ave.

### NEW YORK, N. Y.

Chesebro Bros. & Robbins, 1-2-3 Fulton Market.  
J. Edwin Treakle, 20 Fulton Market.

### PHILADELPHIA, PA.

American Fish Co., 7 Dock St. Fish Market.  
W. Carlton Eacho, Water and Dock Sts.

### WASHINGTON, D. C.

W. Carlton Eacho, Municipal Fish Market.

# SHIPMATE

Progressive leadership for over fifty years has placed SHIPMATE in the coveted position of being the standard galley range.

Since 1881 through good times and bad, by constant effort to improve existing models, to research and experiment with new kinds of fuel, to design new types of ranges, SHIPMATE has constantly gone ahead and today stands ready to serve the fishing trade with the widest variety of sizes and types of galley ranges in its history.

Specify SHIPMATE for that new boat or for that boat which you are going to recondition this Spring.

Be sure with a SHIPMATE.

THE STAMFORD FOUNDRY COMPANY  
Stamford Conn.

# RANGES



## NATIONAL NET & TWINE

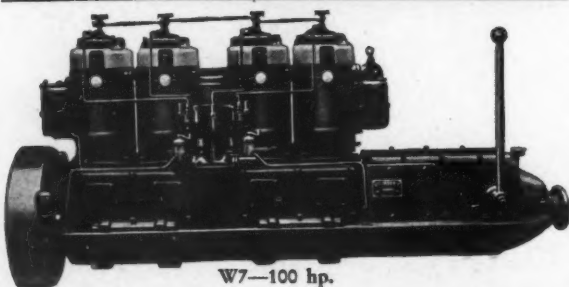
Div. of Ludlow Mfg. & Sales Co.

211 CONGRESS ST.  
BOSTON, MASS.

LINEN and COTTON GILL NETTING  
SEINE, POUND and TRAP NETTING

We Strive to Make Tanglefin Netting the Best.  
The Quality Goes In Before the Name Goes On.

## BOLINDERS DIESEL ENGINES



W7-100 hp.

## So Simple, So Easy To Run SO COMPACT and RUGGED!

Bolinders builds Diesel engines in their simplest, most rugged form. There are no gadgets and nick-nacks whose weight is generally skimmed from essential working parts. Every piece is designed with the utmost of service in view and, being simple, each part can have great strength without making the engine too heavy. That is why the records of 10, 15 and 25 years of regular performance for Bolinders Engines is not unusual at all. That too, is why Bolinders Diesels are so easy to run, so economical to operate and so practically free of repairs. They are ideal engines for fishermen. Have you complete information about these splendid engines? If not, call or write today.



**BOLINDERS COMPANY, INC.**

Office and Showroom: 33 RECTOR STREET, NEW YORK, N. Y.

## Vineyard

### Fishermen Predict Plenty Of Luck with Coming of Spring

By J. C. Allen

**I**T is beginning to look, as we pen these lines near the after end of February, that Spring may appear some time after all. For some time it has been the prevalent idea that Winter had arrived to stay, at least ten months out of the year. It did not seem possible that all the snow and ice, and all the frost in the ground could be thawed out before next August, but mankind in general is more cheerful as these lines are penned.

Apart from utterly gosh-awful weather conditions, the gang of local sea-skimmers haven't a thing to kick about. But the weather and ice have been enough to sour Spring-water and cause a jellyfish to swat a sand-shark. For weeks on end the wind hung in the nor-west and the ice got thicker and thicker, freezing in the anchorage basins and packing and drifting in from outside until all the harbors were filled up and the pack extended off-shore, ten miles beyond Nomansland.

#### Yellowtails Still Plentiful

The immortal yellowtail, which has done more to bring the country through the depression than the whole Democratic Party, stood up best during this period. All hands caught 'em, and caught plenty, if allowance is made for the time spent at this endeavor. Ice and wind drove 'em in, or prevented them from setting the gear for hours at times. But when they were able to fish they found 'em there, and the prices have been something to postcard home about, right straight along.

#### Cod Coming Back

Our local fleet reports the cod coming in sufficiently large numbers as to indicate some real old-fashioned Spring fishing. They are fine fish, and the line trawls will be out there as soon as the ice goes.

#### No Eel-Spearing

Ice has made on our ponds to such a depth that there has been almost no eel-spearing this month. Any man is liable to get discouraged when he has to chop through a foot and a half of ice to get at the water, especially when the ice makes on his spear until it weighs forty pounds.

#### Spring Linging Luck

All old-timers, and plenty not so old, claim that they have consulted the goose-bones and oracles, and that Spring is bringing luck and plenty of it. "The signs nevah fail!" so they insist, and the tough spot that the Southern fishermen hit is expected to even itself with the Spring run of scup and mackerel. Preparations for the opening of the Spring season are plentiful right now, and long before this report finds its way into print the fleet will be on the move.



The "Silver Swan", 45-ft. gill netter owned by Capt. Brown of Kingston, Ont. Powered with a Gray 4-36 reduction gear motor.



The "Evelyn J.", 36-footer owned by Capt. Joe Jacobi of Chicago. Built by Burger Boat Co., Manitowoc, Wis., and powered with a Buda 6-DMR-415 Diesel with 2.55 to 1 reduction gear, installed by the Thompson Boat & Engine Co., Chicago. Speed, 10 mph.

## Great Lakes Fishing Hampered By Severe Ice Conditions

THE severity of the Winter on the Great Lakes is well illustrated in the picture, shown on this page, of two fish tugs in the ice-filled harbor of Frankfort, Mich. The larger is powered by steam; the other is the *Bonnie*, Capt. E. Smith, powered with a 50 hp Bolinders Diesel. The steam tug was still there on Feb. 25, but the *Bonnie* broke out, lifted the nets, and returned to dock.

L. B. Donnelly, Bolinders representative, who sent us the picture, comments, "Capt. Smith made a record last Winter of breaking through the ice and fishing when other tugs could not get out. He easily saved the price of his engine in rescuing his nets besides bringing in a good lift of fish."

### Ice Conditions Serious

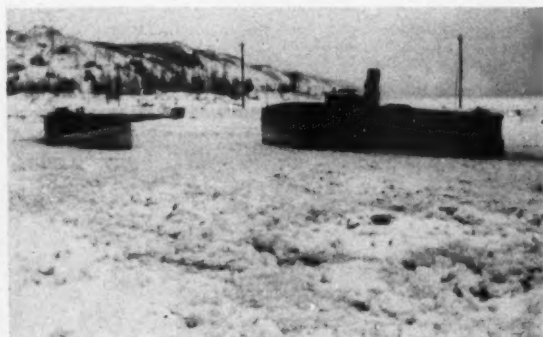
Western Lake Erie section fishermen visualized little hope of benefitting by the Lenten season. The Lake and its neighboring bays—Sandusky and Maumee—were filled with ice from a foot and a half to three feet through, which was promising to be in evidence possibly until early April.

### Reduction of Mesh Size Not to be Allowed

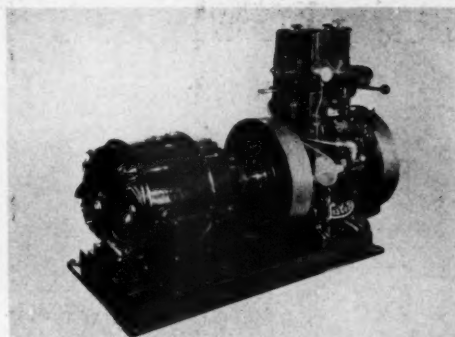
Ohio's conservation commissioner, Lawrence A. Wooddell, refused firmly and finally, Feb. 28, to accede to demands of Lake Erie gill net fishermen that gill net measurements be reduced as to mesh.

### "R. K. Smith" Rescued

At Sheboygan, the *H. Ewig*, 78-foot, 125 hp steel tug, rescued the *R. K. Smith*, 42-foot fishing tug on Feb. 14 after it had been jammed in a windrow of ice for more than 30 hours. The crew of the fishing tug included R. K. Smith, the owner, Capt. Robert Mueller, William Mueller and John Mathy.



The little "Bonnie" (left), Bolinders powered, got out of this ice at Frankfort, Mich.; the steam tug (right), couldn't.



Auxiliary generating set consisting of 7 h.p. 1000 r.p.m. Lister engine directly coupled to a 3 k.w., 32 volt Diehl generator.

## LISTER DIESEL ENGINES

dual compression

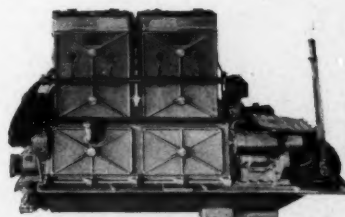
Full Diesel 4-cycle, cold starting, marine auxiliary and propulsion engines from 3 to 104 h.p.

Adequate service and skilled labor, and complete stock of parts always on hand. Ask for complete specifications and demonstration.

**Authorized Bosch and American Bosch Diesel Sales and Service**

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Telephone HUBbard 2519

Specialists in Diesel Engine and Marine Electrical Repairs



M-4

## AN ENGINE FOR FISHERMEN

Fishermen know that Murray & Tregurtha have never violated the confidence fishermen place in Murray & Tregurtha engines. Our 40 year reputation for producing fine marine engines is a distinct asset. It also involves the responsibility of carrying on. Our courteous treatment and prompt service begin, not end, with a sale. If you are looking for that extra something, be it in power and performance, or confidence and courtesy, investigate Murray & Tregurtha. The latch-string is always out.

Murray & Tregurtha fuel oil and gasoline engines are built to deliver the utmost to fishermen in all kinds of weather. They are smooth running, economical to operate and maintain, and unusually free from vibration.

Write for descriptive folders

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NORTH QUINCY, MASS.



# NO CARBON

idling  
or  
throttled



The new Palmer Oil Engine

PALMER method of "charge stratification" in the new Palmer Oil Engine is the reason why no excess carbon is formed. At the time of ignition, the spark plug is surrounded by a fuel stratum that is rich enough to ignite under normal compression. Below it is another stratum higher in oxygen that will support complete combustion after ignition starts in the richer mixture. Hence the carbon content of the fuel is turned into power and not deposited. This engine is the same size, weight, horsepower and only slightly higher in price than a similar gasoline engine.

Send for Complete Information

Other Palmer Engines for gasoline operation in sizes from 2 to 150 H.P.

**PALMER BROS. ENGINES, Inc.**

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DEALERS IN ALL IMPORTANT COASTAL CITIES



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Keenest, Toughest Fish Hooks**

GET Mustad Key Brand Fish Hooks and you'll have the gear to hook your fish quickly and HOLD them. Your hooks dependable not to snap or bend. Because Mustad Hooks are made of the world's toughest fish hook steel. Correct patterns for all kinds of fishing. Sharp tempered points that STAY sharp. Bends, shanks, barbs and eyes that do not break off or pull out. You'll regularly get bigger catches in quicker time if you always buy these famous hooks, made in Norway, used around the world. Ask for them by NAME—

**MUSTAD**  
Key Brand FISH HOOKS

Made by the World's Largest Manufacturers of Fish Hooks

O. MUSTAD & SON, (Est. 1832), OSLO, NORWAY

Agents: SIDNEY R. BAXTER & CO., 90 Commercial St., Boston, Mass.

## The Roamer in Florida

**L**AST month we left the Roamer at Mayport, Fla., headed for St. Augustine and other ports on the East Coast. From his diary, crammed with notes, we select the following. The Roamer:

### St. Augustine

A. Poli, shrimp and prawn dealer, a shipper for 28 years, is one of the real pioneers in the shrimp industry, being one of the first to ship to Fulton Market. He started in Fernandina in 1906, moving later to St. Augustine. His fleet at present includes the *Santa Maria*, *Norge* and *Old Glory*.

V. Santos & Bro., dealers in shrimp and fish, operate a fleet of three fine shrimp boats, the *Pop Eye*, *Granger* and *White Rose*. They have a plant at Beaufort, S. C., as well as a fine up-to-date plant at St. Augustine.

Felix Salvatore, manager of the shrimp company bearing his name, is one of the youngest men in the business, which was started by his father, the late S. Salvatore, who was one of the pioneers in the shrimp industry. The latest addition to his fleet is the *Madonna*, powered with a 50-70 hp Red Wing Waukesha engine and equipped with Columbian wheel and Joes reverse gear. Other boats in his fleet are the *Little Flower*, powered with a 40 hp gas engine and equipped with Michigan wheel and the *Novelty*, in which a 40 hp Palmer was recently installed. Acme haulout clutches are used on all the boats. Creasey ice breakers are used in his plant. Nets are Fish Net & Twine Co., and all rope is Whitlock.

John Santos, shrimp dealer and producer, operates several plants. His boats are the *Capt. John*, powered with a 60 hp Kahlenberg; the *Johnny Jr.*, 45 hp Fairbanks-Morse; *Whoopee*, 45 hp Atlas; *Arizona*, 50 hp Bolinders; *Francis*, 30 hp Atlas and *Tartar*, 45 hp Fairbanks-Morse. A new boat, *G-Man*, is to have a 60 hp Kahlenberg, Michigan wheel and will use Fish Net & Twine Co. products and Plymouth rope.

Fred Hansen, who has one of the finest and best producing fleets of shrimp boats in the South, is building a boat to be the largest in his entire fleet. Mr. Hansen plans to have the boat go scallop dragging in the Summer. The new boat will be 70 ft. long and will be equipped with a 140 hp Atlas and Columbian propeller. The hull is to be painted with New Jersey copper paint. Manuel Koutellas has charge of the work.

Symris Boat Works are building a shrimp trawler at their new plant which replaces one lost by fire. Mr. Symris designs and builds many of the shrimp boats used in this section.

Felice Golino, President and owner of the St. Johns Shrimp Co. can boast of one of the most up-to-date fleets of shrimp boats in the country. He operates plants at Charleston, S. C., Beaufort, N. C., Brunswick, Ga., New Smyrna, Fla., and Galveston, Texas. A picture of his fleet of seven boats was shown in the February issue. Mr. Golino served in the Italian Army during the World War as Sergeant Major under Benito Mussolini, for whom he has named one of his boats.

Corbett's Fish Market does a wholesale and retail business in fish and has a fine fish house on the dock in the center of the city. Mrs. Corbett is Manager.

A. A. Fagan, wholesale shipper and producer, operates a fleet of shrimp boats out of St. Augustine, including the *Ojus*, *Betty C.*, *Miss St. Augustine*, *Charope*, *Maud*, *Ellis*, *Flying Cloud* and *Mary Ann*.

Capt. Charles Carver in the dragger *Madeline & Flora*, of Rockland, Me., is doing well at St. Augustine.

Fordale Bros. are large producers and shippers of shrimp and prawn here, operating five boats, the *Little Bessie*, *Little Darling*, *Christian City*, *Clara Bow* and *Pearl C.* This concern is one of the pioneer shrimp companies at St. Augustine. Antone and J. R. Fordale are the owners.

Milton Kymons and John Tagaris, boat builders, formerly of Fernandina, are now building boats at Ziegler Boat Yards here. They are now working on a new 50 ft. boat for Felice Golino, President of the St. John Shrimp Co., to be powered with a 60 hp Fairbanks-Morse. When this boat is completed, work is to start on four more of the same type for Mr. Golino.

## New Brunswick Sardine Pack of Connors Bros. Largest Ever

By C. A. Dixon

THE 1935 sardine pack put up by Connors Bros., Ltd., was the largest in the Company's history, according to the official report presented at the annual meeting held in Saint John. The firm provided more employment, put more money in circulation, paid out more wages and supplies than at any time since the company has been in existence. The record pack of the concern, presumably between 300,000 and 400,000 cases, was practically all sold when the report was rendered. The company intends to do a still larger business in 1936. Officers of the company were re-elected, as follows: A. Neil McLean, President; L. V. Lingley, Vice-President; J. M. Scovil, Secretary; Allan A. M. McLean, Treasurer; A. Neil McLean, L. V. Lingley, J. M. Scovil, Allan A. M. A. McLean, C. F. Inches, K. C., J. D. McKenna, and Burton M. Hill, M. P., Directors.

### Sardine Plants Awaiting Run of Fish

Reports just received indicate that sardine plants in all centers will open for business the moment even a limited supply of fish are available.

Stocks are practically sold out in both packing centers, it is said. Sardine herring are reported at Grand Manan, the Wolves Islands, Beaver Harbor, and other places, and the toot of the factory whistles is expected soon.

### Boatbuilders Unusually Busy

Activity in boatbuilding in the principal shops continues at an unusual degree of prosperity in Charlotte County, especially at Deer Island. A fine new craft of the sardine carrier type was launched recently at the yard of Linden Tewksbury of Leonardville, and the veteran boatbuilder already has more orders than he can fill for several months ahead, probably until mid-Summer. The latest boat to leave the ways at the Tewksbury shop was built for Lloyd Johnson of Richardson, a well known sardine boatman who has been employed by the North Lubec Canning & Mfg. Co. of North Lubec, Me., for several years, and as engineer of the above named company's big sardine boat *Muriel*, Capt. Newell Lord. Among the boats now in for repairs at the Tewksbury shop is one owned by Dexter P. Cooper, promoter of the great Quoddy hydro-electric project, popularly known as the "Cooper Dam."

### Scalloping

Scallop fishermen from Deer Island are doing quite well at the time of writing although no large hauls have been made. The four boats engaged in the work are getting from 15 to 20 gallons a day to a boat, and the price of \$2 a gallon is considered fairly satisfactory. The boats are operating in the vicinity of the Wolves Islands.

### Smelt Season Extended

An extension of season for smelt fishing in the Miramichi district in Eastern New Brunswick was ordered by Federal Minister of Fisheries J. E. Michaud, and fishermen who had suffered losses officially placed at well over \$100,000 when nets and equipment were carried out to sea and lost, were enabled to recoup some of their individual losses to a helpful degree. Normally, the season would have closed February 15, but there were two extensions granted, one from the 15th to the 22nd and then from the 22nd to the 27th of the month. Both weather and marketing conditions were favorable and the latter extension was much appreciated by the smelters.

### Cod Fishermen Did Well

Line fishermen from Chance Harbor, Dipper Harbor, Campobello and Grand Manan did fairly well fishing for cod in February, the first named fleet getting as high as 800 pounds to a boat some days.

## A FISHERMAN'S Dream of an Engine

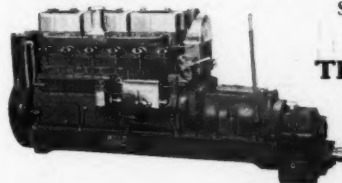
### The Buda-Lanova "Silver Crown" Diesel

6 LDMR.  
909 C  
152 H. P.

Look at it! Built on a base of heavy channels, webbed for extra strength, equipped with the "Capitol" heavy duty herringbone reduction gear and bringing the Buda-Lanova "Silver Crown" advantages that mean more horsepower per pound, soft combustion, LONG LIFE, low pressure operation, low compression ratio and high WORKABLE mean effective pressure.

Never before was there a Diesel Engine like this for fishing service. It is years ahead and every fisherman should secure complete details.

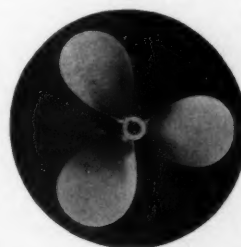
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### THE BUDA CO.

Marine Engine Division H  
HARVEY, ILLINOIS  
(Chicago Suburb)

**BUDA**  **MARINE  
ENGINES**



## DURABILITY! in the Hardest Service

Ability to stand up in the hardest heavy-duty service is built into each Federal-Mogul propeller. It pays its way in dependable, trouble-free operation.

### Free Advisory Service!

It takes expert knowledge to select the right propeller for any boat. Let Federal-Mogul propulsion engineers analyze your needs and recommend the right wheel for maximum efficiency, greatest operating economy, and to avoid dangerous faults which result in costly wheel or engine service! This service costs you nothing. Ask your Federal-Mogul dealer, or write direct for the "Propeller Specification Blank."

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### CREASEY ICE BREAKER

Ice evenly broken into close-packing little pieces with this compact time and labor saving machine keeps fish uniformly cold and safe from damage.

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Flax Packed  
STERN BEARINGS

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Be sure to get the original  
**TARR & WONSON**  
COPPER PAINT. None  
genuine without our com-  
plete name and trade  
mark, the full  
rigged ship at sea.

FOR 3 GENERATIONS

## Lubrication Gives Special Problem

By R. B. Bedford, Jr., Essomarine Executive

**W**ITH the continued and rapid improvement of marine motive power, both in the gasoline and Diesel type of engine, there is a growing recognition of the need of improved lubrication. This especially is true of the lighter power plants used in the small family cruisers which are increasing in popularity each year.

Ever since the introduction of internal combustion engines, there has been a struggle to attain a full measure of power for each measure of fuel used in a motor. Lightening and balancing of all reciprocating parts, and the development of new alloys for use in pistons, connecting rods and other units have been the aim of engineers and metallurgists.

Continued research has brought about the vast improvement found today, with the development of higher speed, smoother running motors, continuous flow of power, instant starting and continuous operation at full throttle over many hours.

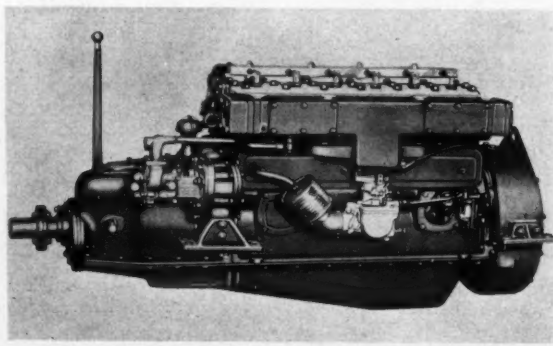
Marine engines present a special problem in lubrication. Because they differ in type and use from automobile engines, they will not operate satisfactorily on automotive oils. Marine engines must have oils especially developed for them. (Reprinted from the N. Y. "Times" by special permission.)

## Attend Fisheries Experimental Station

**I**N an effort to seek knowledge to improve methods used in the fishing industry, and to improve the quality of fishery products, several fishermen attended the short course which opened early last month at Halifax, conducted by the Biological Board of Canada.

Among those attending were the following:

Harry E. Horne, Little Dover; Wallace P. Richard, Charlott Cove; Alphonso S. Pelerin, Larry's River; Harry K. Murphy, Spry Bay; Arnold W. Fanning, Drum Head; Richard A. Nagle, Herring Cove; Melvin V. Fiander, Big Lorraine; Valma Boucher, Arichat; James D. Thompson, Chance Harbor, N. B.; Guy V. Covey, Indian Harbor; Daniel W. Gillis, Port Hood; Cranswick W. Munro, Canso; Jeffrey Vigneault, Aurigny, M. I.; Alphonse Le Bourdais, Grindstone, M. I.; Charles McLellan, Ottawa Brook; Allister McFarlane, Seal Harbor; Murdock A. McLellan, Broad Cove Marsh; Charles R. Harris, Dayton; James Marshall Burgess, East Port Hebert; Frank M. Burns, Sonora; Sanford Frenett, Beresford, N. B.; Charles Gavin, Tignish, P.E.I.; Jacob G. Gillam, Souris, P.E.I.; Joseph R. Giroux, Charlo Station, N. B.; Austen B. Maynard, Port Hill, P.E.I.; and Charles MacInnes, West Mabou.



The 6-cylinder Buda gasoline engine, model HM-298, with 3 3/4" bore and 4" stroke. Buda's Silver Crown marine engines have been completely redesigned to meet the exacting requirements of marine service.





The "power sealed linkless battery," developed for the marine field by the USL Battery Corp.

### Features of the "Linkless Battery"

**T**HE new "power sealed linkless battery," recently introduced to the marine field by the USL Battery Corp., has several features of particular interest to fishermen. There are no exterior connections whatsoever except the necessary terminals, for the cells are connected inside the battery. This unique feature eliminates the fire hazard of tools or other metal surfaces coming in contact with the link connectors.

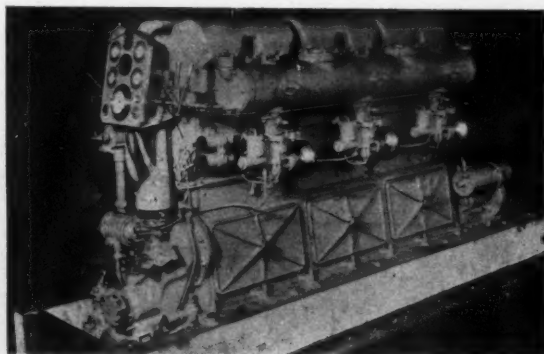
Except for the filling-vent plugs, there are no projectors above the covers. The plugs are of rubber, providing complete insulation. As a matter of fact, the entire top of the battery may be cleaned by wiping it with a wet cloth or brush.

Sediment space at the bottom of the cells is a full two inches, which means that no removal of sediment is necessary throughout service life. Similarly, the acid space above the plates has been increased, so that flushing with water is needed very seldom. Another point of interest is the special type of terminal, which USL has developed to eliminate any possibility of corrosion at this point.

### Pettit Paint Awards

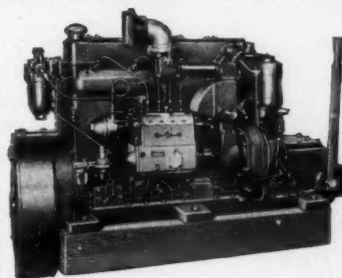
**A**T the New York Motor Boat Show, boat owners visiting the booth of the Pettit Paint Co. were invited to register and receive a free tide calendar. After the Show, the Company drew the names of ten of those registering, who will receive, without charge, sufficient paint and varnish for a Spring paint-up.

The ten fortunate owners are C. H. Shields, Ridgewood, N. J.; Harry Stanley, Cleveland, O.; D. D. Bennett, Medina, N. Y.; W. R. Hunn, Morton, Pa.; William H. Hofman, Trenton, N. J.; J. T. Chatham, Rye, N. Y.; E. B. Scott, Berkeley, Calif.; C. V. Ferguson, Schenectady, N. Y.; Allison Albee, Rye, N. Y., and George F. Brown, Corona, L. I., N. Y.



Side and front view of the popular Murray & Tregurtha fuel oil engine, model OCX-6, showing manifold, carburetor and control board equipment. This model develops 145-175 hp at 800-1100 rpm.

### Red Wing Waukesha Hesselman Fuel Oil Marine Engines



Greater power, Important Improvements and Popular New Sizes make the Hesselman moderate compression Fuel Oil engines for 1936 especially attractive. Write for latest data on Hesselmans 35 to 200 hp.; the COMET full Diesels 75 to 140 hp. and the Gasoline models 4 to 125 hp. (Illustrated is the 55-60 hp. 4-cylinder Hesselman).

RED WING MOTOR CO., Red Wing, Minn.

### USE THE BEST "JERSEY CITY" COPPER PAINT AND TOPSIDE PAINTS

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**PETTIT  
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N. J.



SEND FOR FREE COPY ATLANTIC COAST  
TIDE TABLES; FIGURES FOR EVERY HARBOR

### LOBSTERMEN



Gray makes special Fishermen Motors from 20 to 70 h. p.

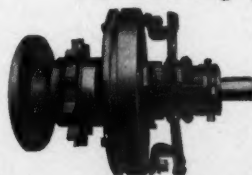
Write for free catalogs and tell us about your boat.

**GRAY MARINE MOTOR COMPANY**

672 Canton Avenue Detroit, Michigan

### KINNEY HAULING CLUTCH

for trawling gear on the  
**SMALL BOAT**



Now made in small sizes. Use the same type of clutch the larger boats use.

Write for information immediately

**KINNEY**

**MFG. CO.**  
3541 Washington St.  
**BOSTON**

## Fish, Boats, Engines, Gear and Supplies

### MARINE BARGAINS

Here are a few of them: Friendship sloops 26 to 45 ft. \$400 and up. 50 ft. x 13 ft. dragger, Palmer powered, built 1924, \$1,000. 32 ft. x 9 ft. 6 in. trunk cabin lobster or party boat, Kermath powered, built 1929, \$850. 35 ft. x 9 ft. 6 in. trunk cabin fish or party boat, Lamb-Ford engine, built 1930, \$1,200. Fishing schooner 65 ft. x 15 ft. x 6 ft. oil powered, built 1913, \$3,250, and many others. Reconditioned marine engines: Palmer Pal, 35 hp, new 1933, \$300. 65 hp Kermath, electric starter, \$300. 45 hp Kahlenberg oil, \$1,250, and many others—also propellers, magnetos, etc. KNOX MARINE EXCHANGE, CAMDEN, MAINE.

### FOR SALE

Schooner Yacht *Hildegard's* mainsail, Hoist 58', Boom 74', Gaff 42', Leach 95'. Sail is hand made, of No. 0 yacht duck, seams up and down, used only 21 days. Frank F. Upson, 111 Hallock Ave., New Haven, Conn.

### FOR SALE

A 6 inch Maxim Silencer—1935—used three months. As good as new. Fits 100 hp Diesel engine. Write I. K. Jensen Machine Shop, West Sayville, L. I., N. Y.

### Federal-Mogul Price List

**A** 16-PAGE price list has been issued by the Federal-Mogul Corp., manufacturers of Tru-Pitch, Equi-Poise and Weedless propellers, which will be sent without charge to any boat owner.

Compared with the modest little two-page leaflet which the company issued just four years ago, this 1936 price list is in itself convincing proof of the rapid climb of Federal-Mogul propellers from obscurity in early 1932 to its present position among the leaders.

### New Service for Parchment Users

**T**HE Paterson Parchment Paper Co. announces that the first roll-feed sheet-delivery 4-color offset lithography printing press in the United States has been installed at its Bristol, Pa., plant. Thanks to the unique features of the offset lithographic method of printing, users of printed Patapar can now allow artists complete freedom when drawing up wrapper designs. Photos, wash drawings, multiple-color oil paintings, etc., no matter how delicate or varied, can now be reproduced with life-like faithfulness.

### Lux Fire Extinguishers Popular

**C**OVERING one of the most extensive oyster, fish and crab territories in the nation, more and more boats engaged in the Virginia seafood trade are being equipped with the Lux fire-extinguishing system, which is able to put out a fire in three seconds.

The Lux system, marketed by Walter Kidde & Co., New York City, is handled in Norfolk and vicinity by the Curtis Marine Company, George H. Curtis, Jr., president. It consists of three principal parts: the cylinder containing the carbon dioxide gas, the remote control and the distributing pipe. The cylinders can be installed in any available part of the boat. From them a pipe line carries the gas to nozzles in the protected space. A flexible cable connects the cylinders with the control which is located in the wheel house or any convenient place outside of the engine or boiler room.

The cylinders are 8½ inches in diameter and with the release attached are 63 inches high. Each cylinder contains 50 pounds of carbon dioxide gas. When more than one cylinder is re-

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Complete stock carried on hand at all times

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Gloucester, Mass.

### FOR SALE

Trap boat, two buildings, 3 floating 16 fathom traps, 2 new 16 fathom traps, 3 long leaders. All the necessary gear to fish three complete traps. Entire outfit for sale for \$4,000. Write Box FP, ATLANTIC FISHERMAN, Goffstown, N. H.

quired they are manifolded together on 9½ inch centers and equipped to discharge together. Leakproof metal discs prevent the escape of the gas until the control is operated.

The J. S. Darling oyster fleet, working out of Hampton, Va., has taken the lead in Lux installations. All of the boats have been equipped: *Kecoughtan*, *Metung*, *Winona* and the *Powhatan*.

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